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THE COMMERCIAL CAR JOURNAL

Volume XXX
Number 1

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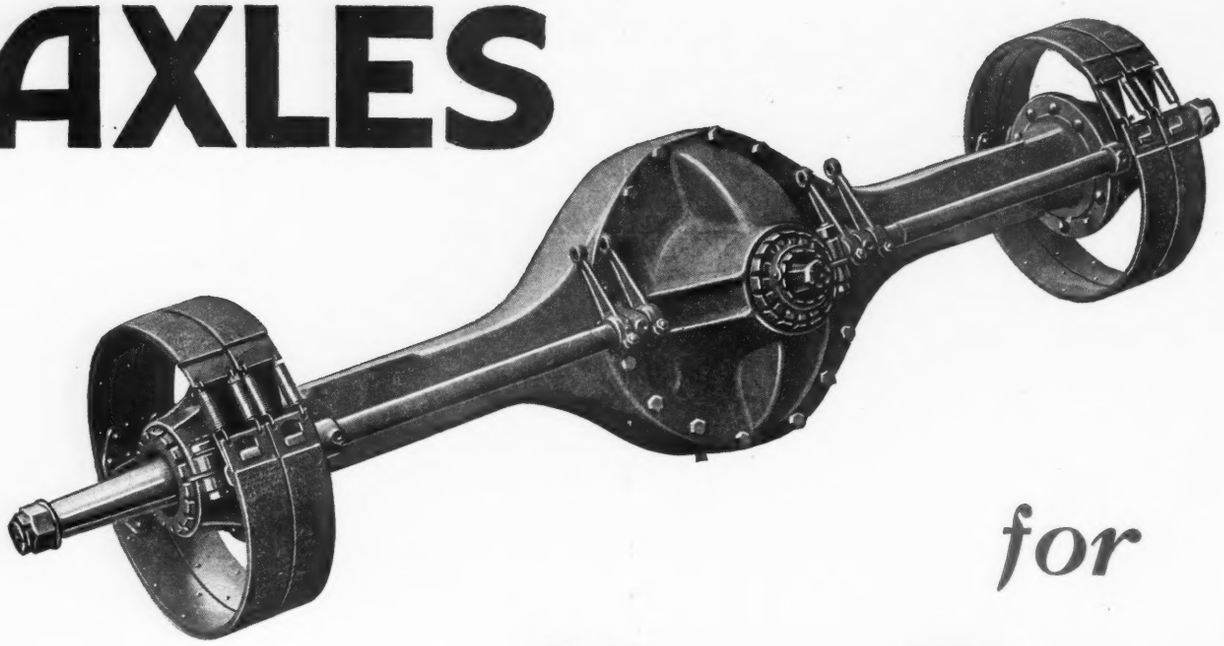
PHILADELPHIA, SEPTEMBER 15, 1925

Forty Cents a Copy
Two Dollars a Year

THE Reo Sedan Bus has invested highway travel with limousine comfort and schedule dependability.
Propelled by a 50 horse-power, 6 cylinder engine, Reo designed and manufactured.
Seats 16 passengers, the average (profitable) load capacity.
Complete information willingly furnished upon request
REO MOTOR CAR COMPANY
Lansing, Michigan

Entered as second-class matter at the post office at Philadelphia, Pa., under the Act of March 3, 1879

CLARK AXLES



for

Motor Buses

B-720
Wide Tread
Clark Bus Axle
25-Passenger.

High speed with greatest efficiency is possible for heavy duty buses built with Clark spiral bevel drive axles—single reduction.

Buses up to 25-passenger capacity may be handled with safety when built with Clark wide tread axles.

These axles possess the following essential and distinctive features: straddle mounted pinions with load carried between two annular ball bearings; dual wheel bearings, adding security and service; double compensating internal brakes providing maximum safety with ease of replacement; cast steel, high carbon, air-cooled brake drums; electric steel main axle housing—especially heat treated.

See
Our Exhibit at
the American
Electric Railway
Convention,
Atlantic City,
Oct. 5-9,
Spaces 345 and 347

CLARK EQUIPMENT COMPANY
BUCHANAN, MICH.

THE PUBLISHER'S PERSONAL PAGE

Advance Review A. E. R. A. Bus Show

Whether you get the opportunity to go to Atlantic City next month or not to visit the largest exhibit of motor buses and bus equipment ever staged, you will find the pre-show review in this issue helpful in knowing just what's what.

It Can Be Done!

Read the article on page 22 carefully and then make up your mind that it can be done.

What Do You Know About Motor Bus Tires?

There's a whale of a difference between servicing bus and truck tires. Learn about that difference by turning to page 20.

The Value of Hyatt Bearings *to* –

The Manufacturer: The value of any product is not in its price alone; for quality, suitability and long life are also prime requisites. Hyatt Roller Bearings are built of the best known bearing materials, in sizes especially adapted for automotive purposes. They assure manufacturers of uninterrupted assembly lines, of bearing uniformity in their product and of serviceability equal to the life of surrounding parts.

The Dealer: In a Hyatt-equipped car the dealer can offer a prospective purchaser more efficient bearing performance, more lasting endurance, more freedom from attention, lower maintenance costs, and greater owner satisfaction.

The Owner: The owner of the "Hyattized" car feels profound satisfaction in his purchase. He values it for its sturdiness and for its smooth and quiet running qualities. He appreciates its freedom from adjustment worries and service charges—its carefree bearing performance even after many years of use. Hyatt bearing value is evident to him during every year of its operation.

THE SIGN OF OFFICIAL HYATT SERVICE

AUTHORIZED UNITED MOTORS SERVICE HYATT ROLLER BEARINGS

HYATT ROLLER Bearings absorb road shock and driving strain—maintain proper alignment of shafts and gears—yet never require adjustment. Being quiet, rugged and long-lived, they seldom need attention. Because of these advantages they add prestige to the transportation they equip.

HYATT
Quiet *Roller Bearings*

HYATT ROLLER BEARING CO.
NEW YORK DETROIT CHICAGO SAN FRANCISCO
Worcester Philadelphia Charlotte
Pittsburgh Cleveland

THE COMMERCIAL CAR JOURNAL

Entered as second-class matter at the Post Office at Philadelphia, Pa., under the act of March 3, 1879

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24 Trained Truck Salesmen

for Field Work

Exclusive developments in New Departure Transportation have created positions for twenty-four trained truck salesmen.

The compensation for these jobs will be a salary of $250 per month, a bonus on volume of sales and traveling expenses.

Men making application must prove by past sales records in the motor truck business their ability to produce sales immediately.

Bethlehem Motors Corporation of New York

ALLENTOWN PENNA.

P. S.
Unless your mind is young enough to absorb the sales producing effects of New Departure methods, *do not apply.*

When Experts Agree

75% of all the buses purchased by electric railways last year were equipped with Timken Tapered Roller Bearings

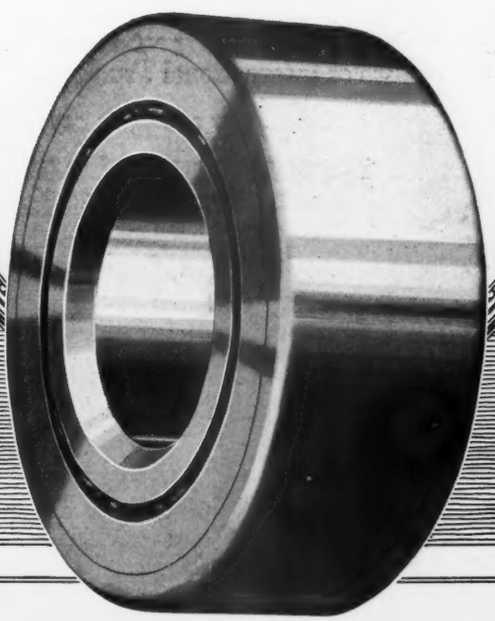
New Departure Ball Bearings

Takes Thrusts Without Adjustments

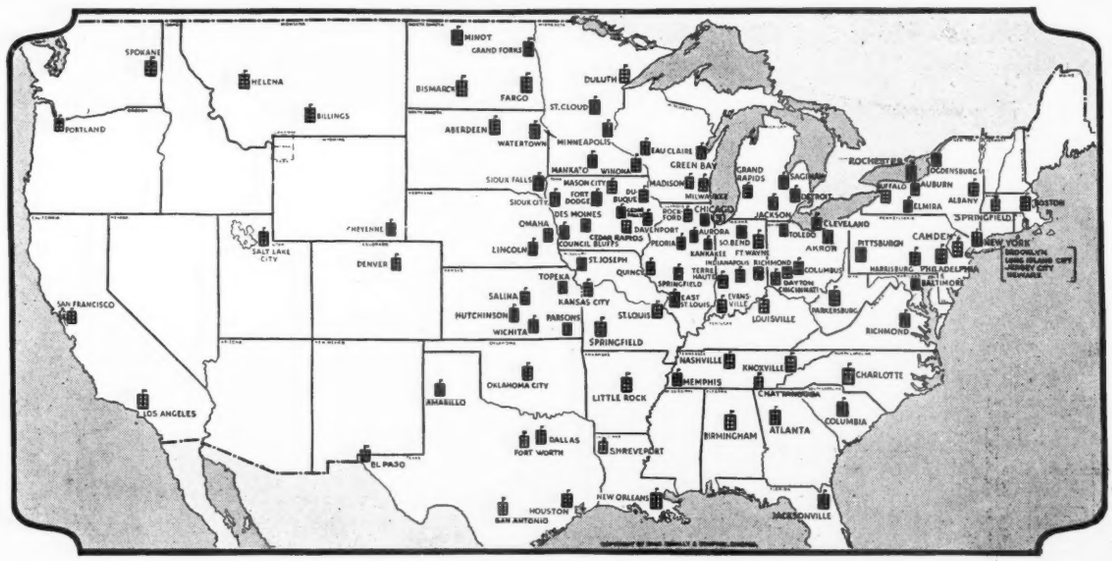
Many bearings designed to take thrust loads require a careful initial adjustment — and still others also need readjustment as they wear loose.

The New Departure *Double Row type* takes radial and thrust loads in any combination, yet comes to you as a permanent unit in proper, tamper-proof adjustment — which condition, with proper housing and enclosure, continues during the life of your truck.

THE NEW DEPARTURE MANUFACTURING COMPANY
Detroit *Bristol, Connecticut* Chicago



INTERNATIONAL



Largest Company-Owned Truck Service Organization in the World!

IT is a wonderful layer of customer protection this Company has spread over the land. No truck user can be far from an International Company-owned branch. The above map shows where our 111 branches are, after 20 years of truck building. All of them are splendidly equipped for serving International owners in the community.

Service is one factor; practical design and quality construction are others. The experience of 20 years has produced a mechanically correct truck, known for many such details as the International removable cylinders, the special steer-easy steering gear, and the special auxiliary rear springs. Today the entire capacity of 3 great factories is required for the manufacture of International Trucks.

Write for catalog on any model or the full line.

INTERNATIONAL HARVESTER COMPANY
606 So. Michigan Ave. **OF AMERICA** (Incorporated) **Chicago, Ill.**

One of the 111

WE *own* and *operate* 111 sales and service stations in the principal American cities, and these are assisted by the work of hundreds of dealers. The branch house above is located at Albany, N. Y.

The view below shows an International Truck owned by the Pittsburgh Plate Glass Co., on the 6-mile sweep of the celebrated Gandy Bridge over the Bay at Tampa, Fla.

THE INTERNATIONAL line includes a 2000-lb. Speed Truck, Heavy-Duty Trucks ranging from 3000 to 10,000 lbs. max. caps., International Motor Coaches, and McCormick-Deering Industrial Tractors.

The Commercial Car Journal

VOLUME XXX PHILADELPHIA, SEPTEMBER 15, 1925 NUMBER 1

Motor Bus and Equipment Show to be Largest Ever Held

THE stage is all set for the largest Motor Bus and Equipment Show so far held by the American Electric Railway Association, in connection with its 44th Annual Convention at Atlantic City, October 5th-9th. When it is considered that over 200 manufacturing companies have taken over 100,000 ft. of space, one can get an idea of the size of this show. But when one considers, however, that of this total space approximately 40 per cent will be occupied by motor bus, parts and equipment manufacturers, one can appreciate the interest in motor buses that will be manifest at this convention.

Every foot of space on Young's Million Dollar Pier has been taken, so that it became necessary to provide a huge tent containing nearly 20,000 sq. ft. of additional space, in Shelburne Court where double-deck buses, emergency repair trucks and other equipment too large to go on the pier will be shown. This court is only a stone's throw from the pier.

That this show will attract an unprecedented number of delegates is noticeable from the advance number of registrations that have already been made for hotel rooms. In view of the fact that this affair is practically the only one of a national character, with the exception of the Boston Automobile Show, at which motor buses are exhibited, all the latest developments in motor buses will be in evidence. All indications point to the fact that more buses of the street car type will be seen this year than ever before. All the latest developments in the gas-electric bus will also be shown. Quite a few new motor bus models will be shown as indicated by the review of exhibits given in the pages following.

The convention program will take up the many problems confronting electric railway managements and

because of the many committees to be heard from all reports will be printed and distributed at the convention. Each chairman will make a five minute address, to summarize the main points of his committee's report. Among the papers to be presented will be that of Charles E. Redfern, claim agent, United Electric Railways Co., Providence, R. I., on "Motor Bus Accidents." The Report of the Committee on Bus Operation will be given on Monday afternoon, October 5th, by the chairman, A. H. Ferrandou, manager, Motor Coach Sales, Graham Brothers, Detroit. A formal discussion will follow this report by J. A. Queeney, vice-president in charge of operation, Mitten Management, Inc., Philadelphia, Pa.; G. A. Green, vice-president, Yellow Coach Manufacturing Co., Chicago, Ill.; A. T. Warner, assistant to the vice-president in charge of operation, Public Service Railway Co., Newark, N. J.; R. B. Hill, superintendent of operation, Los Angeles Railway, Los Angeles, Cal.; N. J. Scott, manager, Hartford Division, the Connecticut Co., Hartford, Conn.

LIST OF MOTOR BUS AND EQUIPMENT EXHIBITS

Those Exhibiting Equipment Too Large to be Shown on Young's Million Dollar Pier Will be Housed in a Large Tent to be Erected on Shelburne Court, Adjacent to the Shelburne Hotel, and a Minute's Walk From the Pier

Acme Motor Truck Company.....700 and 702
Adam & Westlake Company.....813 and 335
Aeromarine Plane & Motor Company....Shelburne Ct. 13
Aluminum Company of America.....521 and 523
American LaFrance Fire Engine Co.....703–705–711
American National Omnibus Corp.....Shelburne Ct. 6
The Auto Body Company.....Shelburne Ct. 5
Bethlehem Steel Company, Inc.....562–567
The Bender Body Company.....Shelburne Ct. 15
The Black & Decker Mfg. Co.....339–341, 817–819
Robert Bosch Magneto Co., Inc.....330
Bragg-Kliesrath Corporation.....209 and 211
Bridgeport Brass Company.....581
The J. G. Brill Company.....8–B, 153–155–157
Brockway Motor Truck Corp.....159 to 169
Brown Body Corporation.....200D
Brown-Lipe Gear Corporation.....852
The Buda Company.....836
Budd Wheel Company.....327 and 329
The C. G. Spring & Bumper Co.....842
Carnegie Steel Company.....418
Carr Fastener Company.....827
L. C. Chase & Company..... 26
Chicago Pneumatic Tool Co.....101–103–105
Clark Equipment Company.....345 and 347
The Cleveland Pneumatic Tool Co.....332 and 334
Clipper Belt Lacer Company.....D
Commerce Motor Truck Company.....203 and 205
Continental Motors Corporation.....346–348–350
Dayton Steel Foundry Company.....505
The DeLaval Separator Company.....338
E. I. du Pont de Nemours & Co.....200A
Eagle Ottawa Leather Company.....336
The Eaton Axle & Spring Co.....864
The Eberhard Mfg. Company.....323
The O. M. Edward Company, Inc.....527 and 529
Eisemann Magneto Corporation.....333 and 811
The Electric Storage Battery Co.....326
Fabric Body Corporation.....705
Fageol Motors Company.....301 to 307 and Shelburne Ct. 12
Four Wheel Drive Auto Co.....Shelburne Ct. 17
The Garford Motor Truck Company.....308 to 314, incl; A–B–C.
General Electric Company..... 20, 10–A, 10–B and 10–C.
The Glidden Company.....328
Globe Ticket Company.....572 and 573
Gotfredson Corporation.....Shelburne Ct. 8
Graham Brothers.....164 to 172
Gray Manufacturing Company.....Shelburne Ct. 4
Griffin Wheel Company.....406
Hale-Kilburn Company.....408 and 410
Haskelite Mfg. Corporation.....838 and 840
Hercules Motor Corporation.....823
Heywood-Wakefield Company.....520–522–524
Hinkley Motors, Inc.....858
Hoover Body Company.....Shelburne Ct. 11
Hyatt Roller Bearing Company.....622
India Tire & Rubber Company.....331 and 809
Ingersoll-Rand Company.....200B
International Harvester Company of America.....200 to 216, incl.
International Motor Company.....300–302–304–306
The International Register Co.....541
Johnson Fare Box Company.....560 and 561
S. Karpen & Brothers.....815 and 337
Kellogg Manufacturing Co.....200G
The Lang Body Company.....207
Lee Tire & Rubber Co. of N. Y., Inc.....602 and 604
The Leece-Neville Company.....353
Lovejoy Manufacturing Company.....344
Nachman Spring-Filled Company.....200–AA
National Brake Company, Inc.....543
National Tube Company.....550 and 552
Norma-Hoffman Bearing Corp.....618
North East Electric Company.....321
R. D. Nuttall Company..... 17
The Ohio Brass Company..... 7
Ohmer Fare Register Company.....568–570–571
The Okonite Company.....500
The Pantasote Company, Inc.....400
Paterson Vehicle Company.....805
N. A. Petry Company, Inc.....324
The Pierce-Arrow Motor Car Co.....148 to 162, incl.
Pyrene Manufacturing Company.....821
Radel Leather Manufacturing Co.....866
Reo Motor Car Company.....124 to 136, incl.
Ruggles Motor Truck Co.....Shelburne Ct. 10
S. K. F. Industries, Inc.....614
Safety Car Devices Company..... 19
St. Louis Car Company.....632 and Shelburne Court 14
The G. A. Schacht Motor Truck Co.....Shelburne Ct. 19
Sheldon Axle and Spring Co.....854 and 856
The Sherwin-Williams Company.....578 and 579
The Six-Wheel Company.....401 and 401A and Shelburne Ct. 16
The Peter Smith Heating Co.....587
Splitdorf Electrical Company.....844
Standard Johnson Company, Inc.....620
Stewart Motor Corporation.....Shelburne Ct. 9
Studebaker Corporation of America.....Shelburne Ct. 1
Taylor Electric Truck Company.....109 and 111
The Texas Company.....8A
The Timken-Detroit Axle Co.....630
The Timken Roller Bearing Co.....860 and 862
Union Motor Truck Co.....Shelburne Ct. 18
United States Recording Instruments Corporation.....868
Walter Motor Truck Company.....171 and 173
Waukesha Motor Company.....340 and 342
Western Electric Company.....515–517–519
Westinghouse Air Spring Company..... 25
Westinghouse Companies..... 21 and 15A
Westinghouse Electric & Mfg Co.....15B and 201A
Westinghouse Traction Brake Company..144
Wheel Truing Brake Shoe Company....503
The White Company.....125 to 151, incl. and E, F, G, H and I.
Yellow Coach Manufacturing Company..309 to 317, incl. & Shelburne Ct. 2

MOTOR BUSES AND EQUIPMENT

To be Exhibited at the

A. E. R. A. SHOW, OCT. 5th to 9th

PIERCE-ARROW BUSES

TWO interesting buses will be exhibited by the Pierce-Arrow Motor Car Company, consisting of two different types of bodies, one a De Luxe Parlor Car body built by the Buffalo Body Corporation of Buffalo, New York, and the other a Touring Bus, Pay-Enter type built by the Farnham-Nelson Company of Roslindale, Mass. Both are mounted on standard six-cylinder Pierce-Arrow bus chassis.

Many new features have been included in these buses which provide greater comfort for the passengers and driver. The Buffalo Body exhibited will have four doors instead of three as on previous models. A one-piece ventilating windshield, ventilating front quarter windows, a built-in electric destination sign and a control for operation of the service door are features. A new design of floor construction is also a feature. This construction will eliminate practically all of the slight vibration in the body even when traveling at high speeds.

The capacity of this bus is twenty-five passengers, which can be increased to thirty when the five auxiliary seats in the baggage compartment are used. These seats have been made as comfortable as the regular seats in the bus. Seats are trimmed with special hand buffed leather and interior is trimmed with fabricoid. All equipment necessary for the road is included in the list price.

The Farnham-Nelson body design is one of the most attractive ever designed for a pay-enter type of bus. Its capacity is twenty-five passengers. Special features are the baggage compartment in the rear, the extra high entrance at the front door and the door operator operated by the driver which allows the door to be operated from the outside by means of the usual door handle.

The exterior of this bus has a splendid stream-like appearance, comparable with the usual type of parlor car buses. Upholstery is in dark brown Spanish leather with artificial leather on sides and roofing to match.

The body is strong and well reinforced with heavy forgings. Heavy aluminum castings are used for door panels and window reveals. Body panels are of 14 gauge aluminum. This bus is equipped completely, even rear vision mirror and two windshield cleaners are included in the list price.

* * *

WHITE WILL DISPLAY SIX BUSES

AS usual the White Company will exhibit a complete line of its latest type model 50-A buses with a variety of body types. Six buses will be on display, three parlor cars and three pay-enter buses with bodies by Bender Body Company, Brown Body Corporation and the G. C. Kuhlman Car Company. In the exhibit will be one of the 30 pay-enter 29-passenger White buses recently sold the Cleveland Railway Company. The company also will have an illuminated photographic display showing numerous White buses in the service of electric railways.

The White Company exhibit will be in charge of National Sales Manager, F. F. Triebner, of Cleveland, and assistants.

* * *

SCHACHT SUPER SAFETY BUS

THE G. A. Schacht Motor Truck Co. will exhibit the 29-passenger parlor car Schacht Super Safety bus, employing the Schacht "ten speed" transmission, which provides maximum power, in addition to increased vehicle speed without increasing the motor speed. This job is equipped with Westinghouse automotive air brakes on front and rear wheels; complete starting and lighting system; Gruss air springs and powered with a 6 cylinder, 4½ x 6 in. engine. This job is furnished in three wheelbases, namely, 197 in., 217 in., and 237 in. to accommodate 25 and 29-passenger bodies.

In addition to the air brakes, there is a powerful mechanical brake on the drive shaft, as well as an auxiliary foot brake located on the rear wheels. The auxiliary foot brake actuates the same brake shoes which are ordinarily worked by the air brakes.

The Schacht Super Safety 29-Passenger Parlor Car

NEW AMERICAN-LA FRANCE BUS CHASSIS

THE American-LaFrance Fire Engine Co., Inc., will exhibit a new low type bus chassis that represents an exhaustive study of the needs and desires of this growing field of transportation. Like all American-LaFrance products, the design has many features exclusive to the line and the bus is built completely by the American-LaFrance manufacturing organization.

The engine is 4-cylinder, L-head type with removable cylinder head. Improved carburetion and refined design produce ample horsepower for the class of work for which the bus has been developed.

The 10-in. chassis frame is of heat-treated chrome-nickel pressed steel and the body outriggers are steel castings, providing a rigid support for the body that eliminates body strain under the most severe road condition.

The chassis is provided with the American-LaFrance disc type air-cooled service brake located on the propeller shaft back of the transmission. A feature of this brake is the ease with which it can be relined when necessary. The emergency brake is of the expanding type, located on the rear wheels. Brake drums are 18 inches in diameter by 3½ inches wide.

As optional equipment at extra cost this chassis can be equipped with Westinghouse air brakes on all four wheels, in which case the transmission brake is connected with the emergency brake lever in the driver's compartment.

The steering arrangement is of entirely new design. The wheel is set at an angle that provides extra comfort to the driver with spark and throttle tubes going directly through the dash, while the steering gear proper is located in the rear of the motor where there is ample room for the assembly. This gear is irreversible and cannot transmit road shocks to the wheel. The gear screw has a lead of approximately 10°, which is small enough to prevent reversibility. A 4-in. lever, with which the nut engages, gets far enough away from the shaft to reduce the pressure on the screw surfaces and insure perfect lubrication. This arrangement produces a ratio in the gear of 24 to 1. In order to overcome this condition, which is entirely too slow for most steering gears, two bevel gears are introduced at the top of the steering column between the hand wheel shaft and the steering gear shaft. This gives a contracting or increasing ratio which results in an overall ratio of about 10 to 1. Steering is also made easier through specially designed taper roller bearings in the steering knuckle spindles.

The front axle is an I-beam section; a one-piece drop-forging of heat-treated chrome-nickel steel 3⅝ in. deep with a 2½ in. flange. The rear axle is of double reduction type. The differential is of three bevel gear type with full floating axles and the housing is of electric welded pressed steel. Driving reactions are absorbed by radius and torque rods.

The American-LaFrance chassis is built for a 25-29-passenger body in wheelbases of 196 in. and 226 in. The turning circle for the shorter wheelbase is 33 feet and for the longer 37 feet, 6 inches.

Budd disc wheels of the 10 bolt type are provided with 34 x 7 single pneumatic tires front, dual rear. Ground clearance is 8 inches. The equipment includes front bumper, 10 in. headlamps in German silver finish, front fenders, foot boards, speedometer, electric horn, oil gauge, eight-day clock, dash lamps, carburetor choke and gasoline gauge on tank.

GIBRALTOR BODIES

THE Auto Body Co., will exhibit a 28 passenger single deck street car type bus body, mounted, built for the Detroit Motorbus Co., Detroit. This will be one of a fleet of 73 bodies building for this concern. They also expect to exhibit an 18-passenger and driver sedan type body, mounted, for Studebaker 184 in. wheelbase chassis. This is a standard cross seat sedan. This company's bodies will also be shown by the following chassis manufactures:

Reo Cross Country Sedan; Studebaker, 21-passenger and driver P. A. Y. E. street car type on 184 in. wheelbase chassis and Studebaker, 14-passenger and driver parlor car type on 184 in. wheelbase chassis.

* * *

The Lang Body Co. is going to have an exhibit of a composite bus body, showing detailed construction of bodies as they are built and suggestions for future bus body equipment.

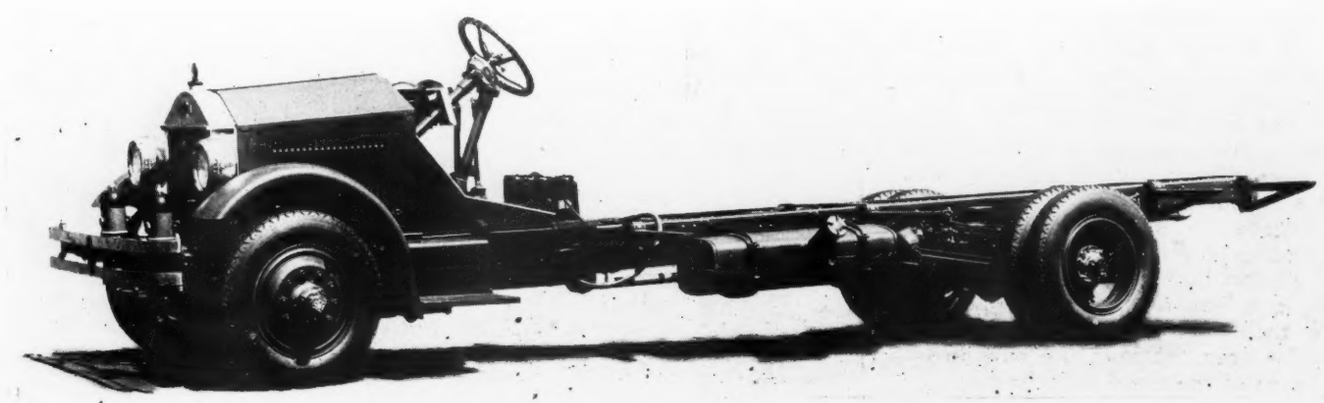
Engineers will be at the booth at all times to assist in any way possible. Criticism and suggestions are invited.

* * *

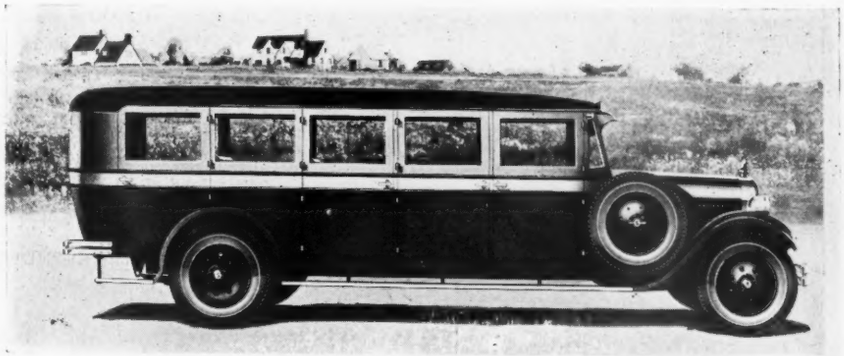
Graham Brothers will show bodies and chassis showing new models of their twenty-one passenger street car type and their parlor car type motor coaches. R. C. Graham, A. H. Ferrandou and W. B. Roberts, Jr., will be in attendance.

* * *

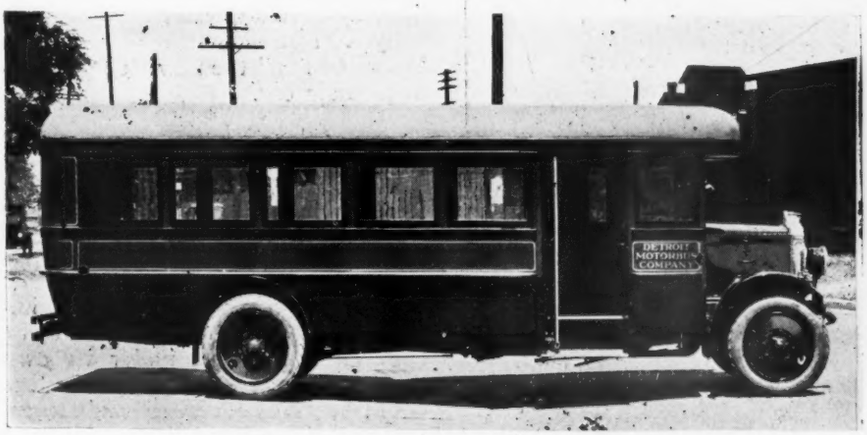
The J. G. Brill Co. will exhibit one 24-passenger steel frame Intercity motor coach mounted on a standard White chassis. The White Company will exhibit one of the Kuhlman 29-passenger city type coaches, being built on an order for thirty for the Cleveland Railway Company.



New Low Type Bus Chassis by the American-LaFrance Fire Engine Company



Gibralter 18-Passenger Driver Sedan Type Body



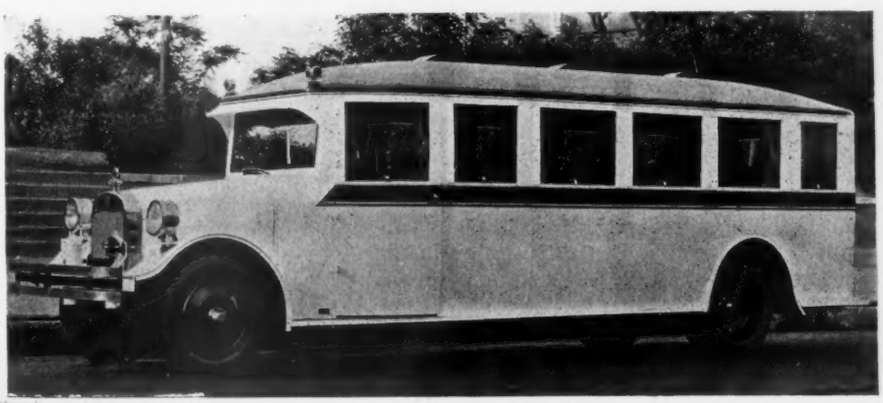
Gibralter 28-Passenger Single-Deck Street Car Type Bus Body
Both of the bodies shown above will be exhibited by the Auto Body Company

FWD AND MENOMINEE EXHIBITS

The Menominee Motor Truck Co. will show a model T bus chassis with a nineteen passenger parlor car body mounted thereon.

The Four Wheel Drive Auto Co. will show a utility truck consisting of an FWD chassis with winch, telephone body, earth boring machine and snow plow mounted. This truck is designed for a variety of services to electric railway companies and particularly to those who operate bus lines.

The Fageol Company will exhibit six gas-electric and mechanically driven Fageol Safety coaches, and one gas-electric chassis with G. E. drive and Westinghouse air brakes.



Menominee Model T Bus Chassis With 19-Passenger Parlor Car Body.

FWD Utility Truck
Fitted with winch, telephone body, earth boring machine and snow plow. Designed for electric railway companies and particularly for those operating bus lines.

TILLING-STEVENS BUSES

FOUR gas electric bus chassis of the Tilling-Stevens design are being built at the plant of the Gray Manufacturing Co., Detroit, for the A. E. R. A. Show.

Three of the buses being built are of the two-deck type, the single deck with a seating capacity for 29 persons and the touring coach which seats 27. Of the four buses being built the chassis only will be shown. With the exception of the electrical transmission, which is being imported, the bus is strictly an American product, being built from standard parts built to the company's specifications.

Present plans call for production immediately after the Atlantic convention. It is hoped that the facilities will permit the output of four buses a day by January 1.

The primary motive power which is being used is a four or six-cylinder Waukesha gasoline engine coupled through a spring drive to an electric engine for which the current is generated. The output of the dynamo and the speed of the bus is obtained by varying the speed of the engine by the usual foot accelerator pedal in conjunction with a variable resistance which regulates the field strength of the dynamo and motor.

* * *

The Garford Motor Truck Co. will show the following units: One model 51D with 29-pass. sedan body; one model KB with Garford 17-pass. sedan body; one model KB with Garford 17-pass. parlor car and one model KB with Garford 21-pass. pay-enter body.

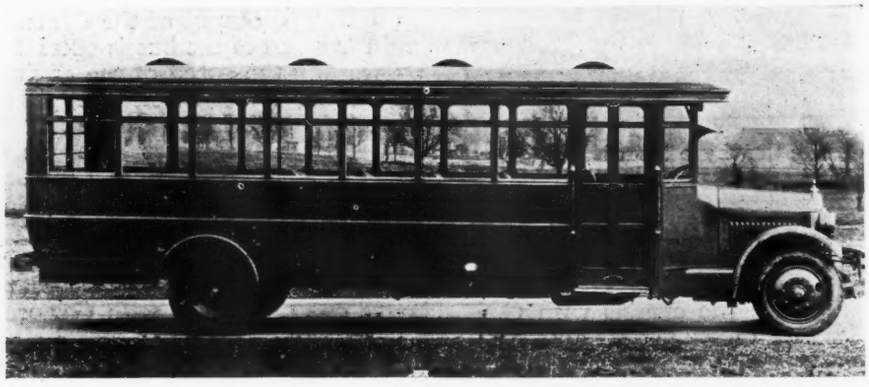
* * *

Walter Motor Truck Co. will show the Walter snow plow tractor dumper, equipped with front push plow and special center scraper plow. This vehicle will be equipped with hydraulic dump body. Represented by Maurice Walter and J. H. Sharkey.

Studebaker Corp. will show Studebaker chassis, 158 in. and 184 in. wheelbase, 12, 15 and 19 passenger sedan bodies, 15 passenger parlor deluxe chair car type, 21-passenger pay-enter type and 14-passenger side entrance center aisle type. Represented by Geo. Sweet, C. H. Wondries, R. L. Kemper, R. W. Castnir and W. G. Suprenant.

Acme Motor Truck Co. will exhibit one 21-passenger parlor car coach and one 22-passenger sedan type coach. The chassis on which the parlor car coach is to be mounted is the same as that carrying the 22-passenger sedan type body with the exception of the wheelbase which will be 225 in. on the parlor car type unit.

Mack 25-Passenger Parlor Car Bus



The Mack City Type Bus, Model BCA No. 2

BROWN BODIES

BROWN BODY CORPORATION will exhibit three and possibly four jobs. The Brown standard pay-enter type will be featured, as this type is adaptable to any make of bus chassis. It is built in 25-passenger, and also in the 29-passenger sizes.

One of the new jobs to be shown will be a parlor coach. Numerous Brown bodies will also be shown by the bus manufacturers in connection with their exhibits.

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Reo Motor Car Co. will exhibit its Pay Enter type of bus, an Inter City Palace coach and a regular Sedan bus and the new Reo observation chair car.

* * *

MACK WILL FEATURE OLD TIMER

INTERNATIONAL MOTOR CO. will exhibit the oldest bus in the country, Old Mack No. 9, at the exhibit. This bus is now on tour in the United States and immediately after the show it will be sent on tour again under its own power to every Mack branch in the country. This tour will take almost two years. Old No. 9 was purchased from Higgins' Tours by Mack Trucks, Inc., for just this purpose. Higgins bought the bus from this company in 1901 and it has been running ever since.

Other Mack models to be exhibited include the Mack city type buses, 25 and 29-passenger, and the Mack 25-passenger parlor car bus. Represented by Roy A. Hauer, Geo. H. Scragg and M. C. Horine.

Old Mack No. 9. Said to be the Oldest Bus in the Country. Has Traveled Over 750,000 Miles
Owned by Higgins' Tours, New Orleans in winter, Chicago in summer. Bought back by Mack Trucks, Inc., for national two-year tour

COMMERCE LOW COACH MODELS

COMMERCE MOTOR TRUCK CO. will exhibit two Commerce low coach models. One will be a De Luxe parlor car model with a seating capacity of thirty-four passengers. The body design on this job is stated to be the very latest development to be found in parlor car bodies. The floor is ramped sufficiently to eliminate any kick up of the floor over the rear axle. This ramp is very slight and allows the placing of all chairs facing forward. It eliminates the necessity of placing seats over the wheel housing facing toward the center of the bus and allows the placing of full sized chairs all the way back in the body.

The rear seat on this body is a folding seat that will fold back into the body to allow baggage space if necessary. If this rear seat is folded back into the body, the seating capacity is reduced to twenty-nine passengers. This body was built by the Weatherproof Body Co.

Commerce will also show a pay-enter street car type bus, twenty-five passenger body built by the Thompson Body Company. This body incorporates the very latest features of practical street car type bus design. This floor is also ramped, allowing passengers to be seated forward.

The chassis used for both of these jobs is the Commerce standard model 65 bus chassis, using Continental 14H engine developing 105 h.p. at 2000 r.p.m., Brown-Lipe clutch and transmission, Blood Brothers Joint, Timken rear axles, Leece-Neville starting and lighting equipment. On the street car type air brakes are used while on the parlor car type mechanical brakes are employed.

* * *

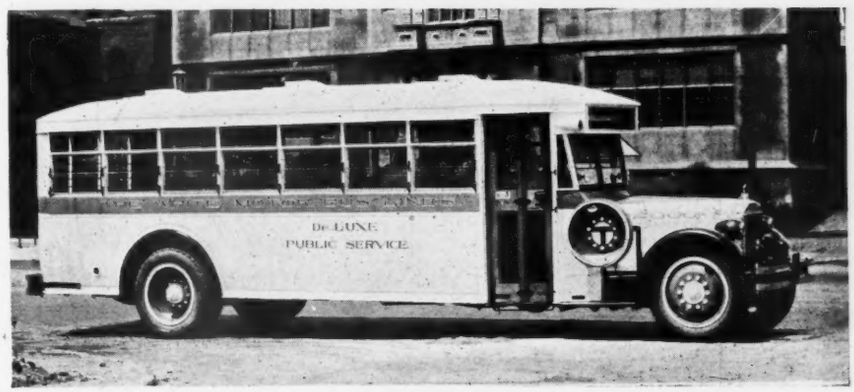
TWO NEW MODELS BY YELLOW COACH

YELLOW COACH MANUFACTURING CO. expects to exhibit the following jobs: Gas electric chassis, Y chassis, X chassis, Z 6-cylinder 29-passenger coach, Y parlor coach, X 21-passenger coach, X 17-passenger parlor coach, cut away sleeve valve engine, air brakes, rear wheels, transmissions, etc.

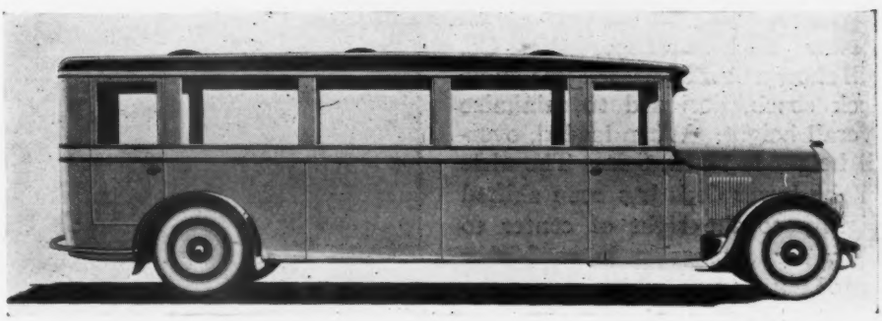
The type X 21-passenger pay-enter coach and type X 17-passenger parlor coach are new coaches just being put on the market by this company. A description of type Y 25-29-passenger parlor coach appears elsewhere in this issue.

Ruggles Motor Truck Co. will show the Ruggles 26-passenger Suburban Club Coach, model 70C; powered with 105 h.p., six cylinder, valve-in-head motor, final drive through double reduction, full floating rear axle. Body of improved design, light weight aluminum paneled, genuine leather upholstery, deluxe appointments and fittings. Represented by R. J. Goldie, D. B. Smith.

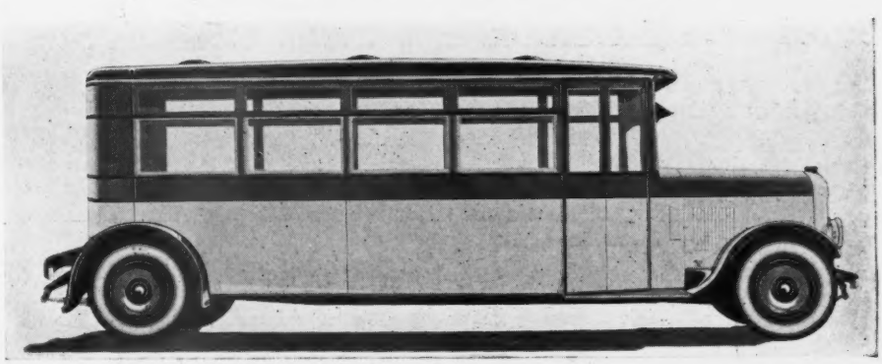
Brown Standard Pay-Enter Body 25-Passenger Type



Brown 29-Passenger Pay-Enter Job



Yellow Type X 21-Passenger Parlor Coach



Yellow Type X 21-Passenger Pay-Enter

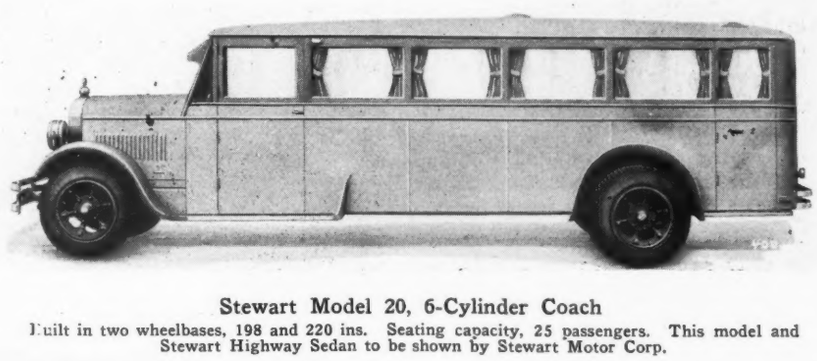
The Six Wheel Co. will show one 29-passenger Safeway Six Wheel city coach, one 27-passenger Safeway Six Wheel parlor coach, one 63-passenger fully enclosed Safeway Six Wheel double deck coach; one stripped chassis, mounted on platform with rear wheels revolving showing action of rear unit. Represented by C. M. McCreery, Eustace Dwyer, A. P. Warner, S. E. Roberts, Geo. Blair, R. W. Downes, H. E. Fannon, C. A. Hedger, J. L. Keir, P. B. McGinnis, Geo. O. Pound, W. A. Smith and G. P. Williams.

* * *

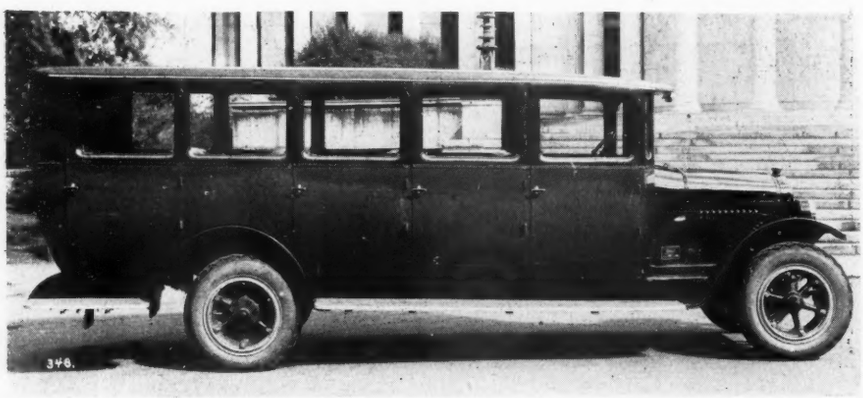
Union Motor Truck Co. will show EC 21-passenger and driver pay-enter street car coach; GW chassis for 29-passenger pay-enter street car coach; for 23-27 passenger parlor car coach and for 23-27 passenger sedan coach. Represented by R. A. Whitehead, sales manager.

St. Louis Car Co., exhibiting car seats, bus seats, seat rattan, miscellaneous car and truck parts, photographs of all types of steel interurban cars, light weight city cars, self-propelled cars and trucks. Represented by Edwin B. Meissner, George L. Kippenberger, Howard R. Cass, Morrison J. Oswald, L. W. Richards.

Aeromarine Plane & Motor Co., Inc. will show New York City Railway Company's type single deck mass transportation coach; floor height, 12 inches; direct front-wheel drive, seating 33 passengers; standing room for 40 additional. Specially built for quick handling of heavy city traffic. No steps. Head room and air space 7 feet, 5 inches. Body a trussed steel structure eliminating the usual chassis frame. Represented by I. M. Uppercu, Wm. H. Douglas, R. Chilton, F. A. Hayes, W. K. Makin and John T. Hettrick.



Stewart Model 20, 6-Cylinder Coach
Built in two wheelbases, 198 and 220 ins. Seating capacity, 25 passengers. This model and Stewart Highway Sedan to be shown by Stewart Motor Corp.



Stewart 18-Passenger Highway Sedan

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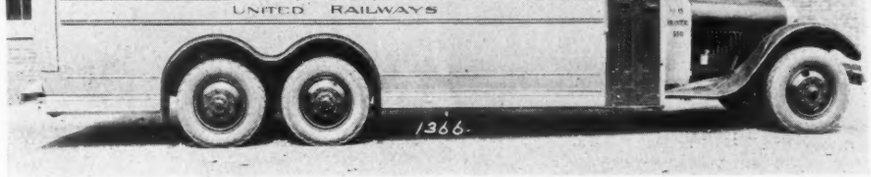
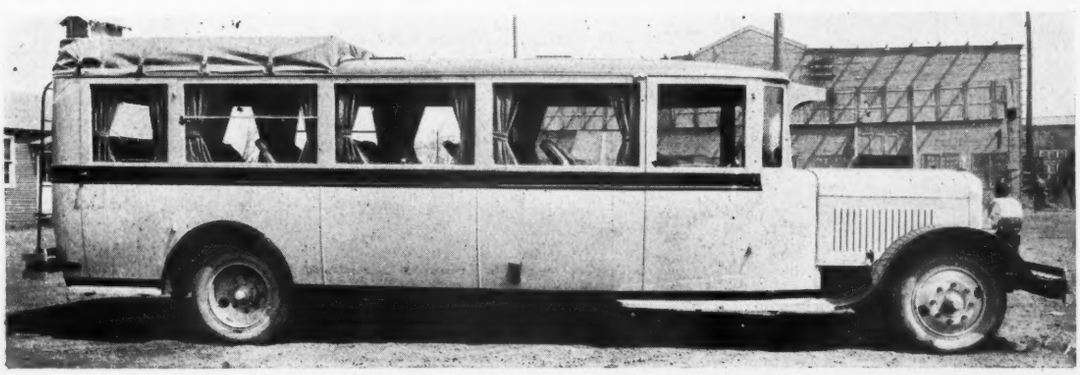
The Pyrene Manufacturing Co. will show the Pyrene 1 qt. and 1½ qt.; Guardene, 2½ gal.; soda and acid Phomene (Foam Type), 2½ gal., and accurate non-freeze 5 gal. pump tank also Off'N'On anti skid tire chains. Represented by J. P. Maloney and Howard Strong.

New York Transportation Co. will show a new 55-passenger double deck coach, designed to minimize overall height. When loaded, overall height is 12 ft., 5 in. The aisle on the lower deck has been shifted slightly to the right of center to allow for depression in roof over seated passengers, which reduce the height. Seats on the lower deck of leather upholstery.



Steel Bus Body, 29-33-Passenger to be Shown by St. Louis Car Co. on a Safeway Six Chassis



Ruggles De Luxe Model 70, Suburban Club Car, 27-Passenger Capacity
The body is of aluminum panel throughout. All mouldings are easily removable for replacement when necessary. The car is completely fitted with heating and ventilating devices, signal lights, etc. Baggage is carried on the roof. Power with a Wisconsin, 6 cyl., 105 H.P. engine.

TIMKEN-DETROIT AXLE PRODUCTS

THE Timken-Detroit Axle Co. plans to show a standard bus rear axle with worm carrier underslung. This axle will have a divided brake spider. By this device almost any type of brake can be supplied that the assembler or bus buyer might want without changing the entire axle. The brake assembly bolts on as a separate unit. This feature also permits the user to service the brake as a unit. Separate displays will also be made of Westinghouse metal shoe brake, Christensen air brake, and mechanical expanding brake of the Simplex type.

The worm used in this axle will be mounted on three bearings. The worm gearing will be of the FJ type which is used in all Timken worm drive axles. It will be of the full floating type and the brake drums will be of such size as to permit their being submerged in 20 in. base dual tires. The hubs will be for Budd wheels.

To show this axle's construction, another axle will be split in half. This display axle will not be a cutaway but actually cut in half.

Another feature of the Timken exhibit will be worms and wheels removed from several buses that have piled up exceptionally high mileage records. Some of these worms and wheels have actually gone as far as 300,000 miles and they show practically no wear. The only reason that they have been removed from axles is for exhibition purposes. The owners state that these tremendous mileage records have been piled up with not one cent of expense except for oil and grease.

A dual drive axle, such as Timken is supplying for gas electric installation will also be shown. This particular job will be equipped with Westinghouse air brakes of the metal shoe type. This axle has two carrier assemblies and is of course connected with two drive shafts. The carrier assemblies are not connected in any way as each is driven by a separate electric motor.

Other equipment displayed will include: a standard front bus axle equipped with Christensen air brake. This axle is equipped with the latest type of cross tube and is especially built for front wheel brakes.

A carrier assembly from a bevel rear axle. This carrier assembly will show the latest three bearing mounting on the pinion shaft and how ring gear deflection is prevented. Ring gear deflection is prevented by a lug through the carrier housing being adjusted down through a very close limit against the back of the ring gear.

* * *

E. I. duPont de Nemours & Co. will demonstrate the application of Duco and will also show various colored finished panels.

WESTINGHOUSE AIR SPRINGS

THE Westinghouse Air Spring Co. will exhibit one new model Bus Spring for light 14-18 passenger jobs, also the latest design of the Westinghouse present Stage type spring, which is fundamentally the same as the one that is well known in the bus field today. This spring has been improved in efficiency by the use of a new improved type cup washer expander design. The bus or small model for light 14-18 passenger vehicles is built along the same lines as the Stage.

This company also plans to exhibit a number of instruments used in measuring road vibration, axle movements, and tire deflection, which should be of considerable interest to everyone, as these instruments are designed to measure general ridability, irrespective of the spring suspension used.

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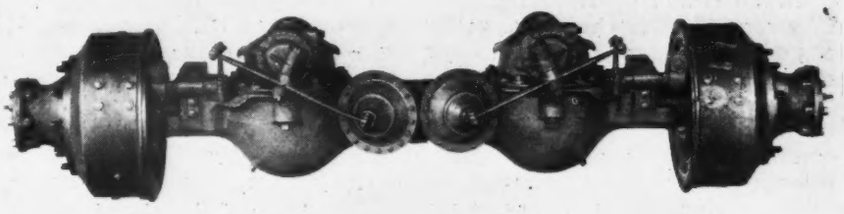
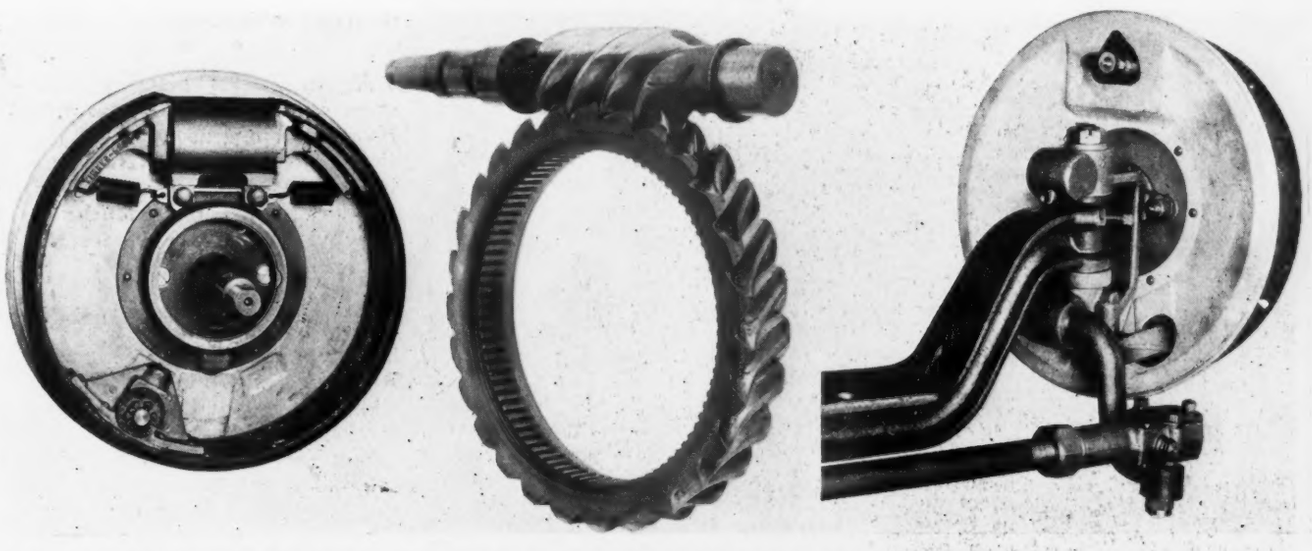
Kellogg Manufacturing Co. will exhibit air compressors for service stations, power driven tire pumps for pneumatic tired buses and trucks, air brake compressors and air brake controls, also a pneumatic chassis lubricating system.



The Timken Dual Drive Gas-Electric Rear Axle Model 1168-W



Left: 1160-W, Showing the Interior Construction of Christensen Air Brake. Center: 1137-W, Showing a Worm and Wheel That Have Actually Gone 250,000 Miles. Right: 1161-W, Showing the Exterior of Christensen Air Brake on Front Axle of the Bus Type

HEYWOOD-WAKEFIELD SEATS

THE Heywood-Wakefield Co. will display its entire line of bus and car seats, including the Traveluxe, Tourease, and Luxureed types, which set a new standard in motor vehicle seating.

Of these three, the Luxureed type of chair was designed primarily for motor coach service. Heywood-Wakefield engineers intended that this chair should embody everything that could be desired in comfort, beauty and strength. A steel-braced hardwood frame provides lightness and strength. Deep coil springs for both seat and back offer the utmost in comfort over long miles. The correct pitch of seat and back have been studied so as to give the easiest posture. The chair is furnished with either a pressed steel pedestal, or with four sturdy legs, permitting it to be moved about, as in observation and parlor cars.

Luxureed Seat Upholstered in Leather

Formerly the Luxureed chair was obtainable only in reed, with leather or imitation leather upholstery. Now, however, the reed may be omitted and leather used instead as shown in the accompanying illustration. Thus the Luxureed chair is adaptable to any conceivable color scheme or interior arrangement. Those of the Heywood-Wakefield personnel who will be in attendance at the exhibit are: E. C. Lang, George Cornwall, Edward Buker, T. D. Owler, Frank M. Grigg, W. E. Foreman and Bertram Berry.

* * *

Johnson Fare Box Co., exhibiting fare-collecting devices embodying recent improvements for instantaneous, audible and visible registration. These devices are applicable for operation on street cars and motor buses and wherever speedy and accurate registration and inspection of coin and metal token fares is of vital importance.

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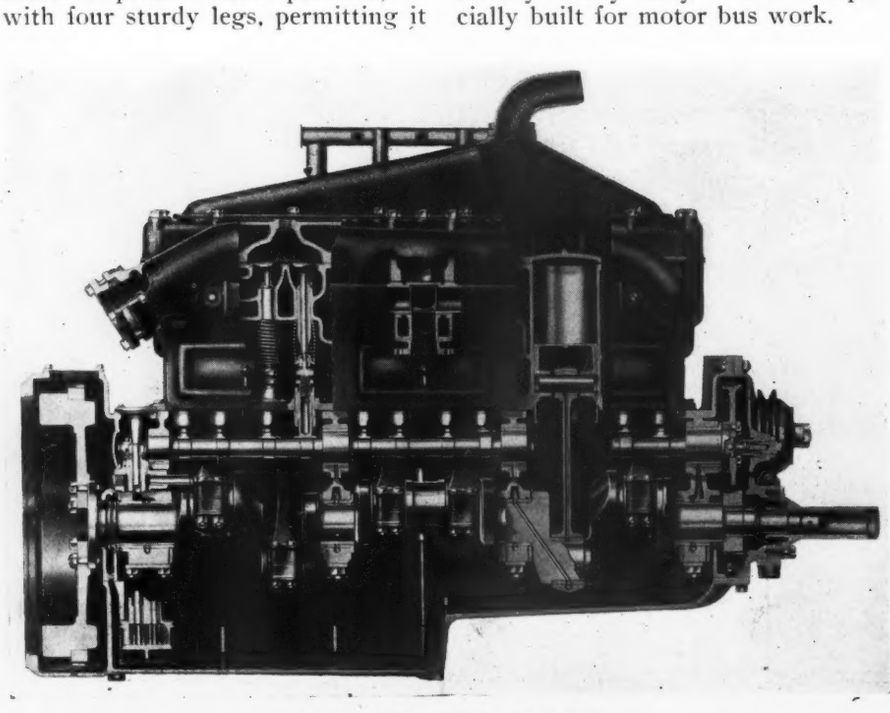
Haskelite Mfg. Corp. will exhibit Haskelite and Plymetl as used in street car and bus construction.

* * *

The Buda Company, will exhibit two six-cylinder engines, 4 x 5⅛, 386.4 cubic in. piston displacement, known as the BUS model, and 4½ x 6, 572.5 cubic in. piston displacement, known as model GL-6. The model GL-6 will be a new engine job, as last year Buda only showed one six-cylinder. These engines are strictly heavy duty and are especially built for motor bus work.



Section of the Buda Bus Engine

CHASE DREDNAUT MOTOR TOPPING

L. C. CHASE & CO. will display its well known top fabric "Drednaut," and upholstery cloth known as "Velmo."

Drednaut is made in both single and double textures. The single texture is made of but one thickness of cotton fabric strong enough to withstand the most rigorous service. This base fabric is coated with a special compound which forms the weatherproof outer surface. The finished material is one of great elasticity and toughness and is equally suited to summer and winter service, being unaffected by sleet, snow or ice or by extremes of temperature. Single texture Drednauts are recommended for general use.

The better grades of Drednaut are built up from a heavy cotton drill, whip cord or other suitable lining, combined by a water-tight inseparable compound to a strong cotton base fabric which is finished with a high-grade waterproof surface coating. This outer coating is handsomely grained and finished, making a top of exceptional beauty, easy to wash and keep well groomed. Chase Drednaut, therefore, is a weather, wear and climate proof top material which has been made under the most exacting conditions so as to withstand the ravages of the elements, retain its high quality finish and render satisfactory service under a long period of constant use.

Chase "Velmo" is a mohair velvet, designed particularly for long wear. It is beautiful in appearance and is made in a large variety of designs and colors. It is recommended especially for the de luxe type of bus where a high grade serviceable material is desired.

* * *

Hyatt Roller Bearing Co. will show complete line of bearings, also Hyatt bearings mounted in glass to show positive circulation of the lubricant. Represented by H. A. Brown, Jr., W. B. Wachtler, O. L. Newby, V. N. Delamater, C. W. Benica, V. O. Genn.

* * *

Lee Tire & Rubber Co. will exhibit pneumatic bus tires, also the Republic Staghound Solid tire. In addition, they will exhibit a line of mechanical rubber goods of particular interest to bus owners, including samples of rubber flooring in which the Mechanical Department at the Republic factory at Youngstown, Ohio, is specializing. A specialist in mechanical rubber goods will be in attendance at the booth.

TILLING-STEVENS GAS-ELECTRIC BUS ENGINE

THE Waukesha Motor Company feels that the exclusive adoption of Waukesha "Ricardo Head" engines by Tilling-Stevens, the world's pioneer builders of gas-electric buses, is one of the crowning tributes to the substantial merit of their products.

At the show this company will have an interesting exhibit of these Waukesha "Ricardo Head" Tilling-Stevens bus motors.

Out of a series of experiences and experiments covering several years the Waukesha "Ricardo Head" was developed and perfected, and which, it is claimed, develops for all ell-head engines the greatest road performance from the three important economy standpoints of first cost, maintenance and operating expenses. The engine to be exhibited is rated at 100 h. p. and is the same Waukesha "Ricardo Head" engine which has been adopted as standard by the builders of Tilling-Stevens gas-electric buses.

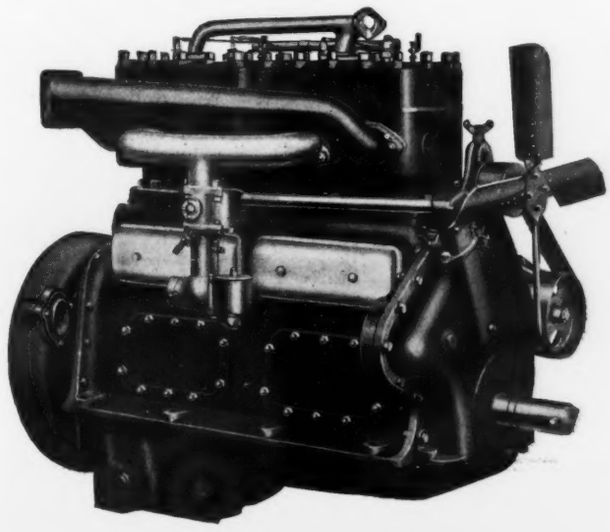
* * *

The Dayton Steel Foundry Co. will feature bus wheels for both single and dual pneumatic tires. These wheels will be of particular interest to engineers, as a new type of rim and wheel construction is being used. George Walther and C. F. Baker will be in attendance.

* * *

The Texas Company will not have an exhibit at this convention but as in previous years the booth will be used for reception purposes.

The booth is conveniently located near the dance floor and other places of interest, and a cordial invitation is extended to all. The booth will also be used as a meeting place and the slogan "Meet me under the Texaco Star" will again be in vogue.



4-Cylinder Waukesha "Ricardo Head" Motor for Buses and Trucks

B. & D. SHOP EQUIPMENT

THE Black & Decker Mfg. Co. will exhibit the following Black & Decker products: Portable electric drills, bench and post drill stands, portable electric grinders, electric bench grinders, electric twist drill grinders, portable electric screw drivers and socket wrenches and portable electric tappers.

These products will all be shown in actual operation, performing jobs that are most commonly met with in the manufacture and maintenance of electric railway cars and motor buses. This exhibit will be extremely interesting because it will be an actual working demonstration instead of merely an exhibit.

* * *

Brown-Lipe Gear Company expect to have an exceptionally nice exhibit which will be of interest to not only the bus builder but the rail car manufacturer as well.

It will include an assembly in motion—probably model 55 unit, which is extensively used for bus work. They will also show one of their seven-speed assemblies which can be used in heavy duty trucks or rail car work. Also other items such as clutch assemblies and parts.

* * *

Hercules Motors Corp. will show one 5½ in. x 7 in. and one 4¾ in. x 5¾ in. Hercules engine with an exhibit of parts of these engines. Represented by C. A. Anderson.

* * *

N. A. Petry Co., Inc. will show the Petry bus heating system and heater valves. Made in radiator type or single tube systems. Represented by N. A. Petry, C. C. T. Smith, L. V. Leach.

* * *

United States Recording Instruments Corp. will feature the Usteco-graph, a distance and time recording device for installation on steam, gas and electric vehicles. United States Taximeters devices will be in active operation. Represented by Albert I. Weisinger, president and A. Keene, assistant sales manager.

"ORIGINAL BOSCH" MAGNETOS

THE Robert Bosch Magneto Company, Inc., will exhibit current models of ignition starting and lighting equipment as used on motor buses and similar internal combustion engine units. This exhibit will include a demonstration of "Original Bosch" magnetos in operation including independent types, two spark systems and dual systems including both magnetos and battery equipment.

They will also have on demonstration, voltage regulated generators with complete headlight installation in operation. Also an "Original Bosch" electric starter in operation and a full line of "Original Bosch" horns.

* * *

Eisemann Magneto Corporation will exhibit high-tension, waterproof magnetos for installation on bus, truck, tractor and industrial engines of from one to six cylinders; also flywheel magnetos for small one and two cylinder engines, as well as mercury turbine and centrifugal gasoline engine governors with either engine or vehicle speed control; also automatic air controls for compressors.

* * *

Hale-Kilburn Co. will show a complete line of car seats adaptable for service in city and interurban motor buses. This exhibit will include some interesting new developments of improved features in various types of seating equipment, illustrating old and new standards.

* * *

The Eberhard Mfg. Co. will show malleable iron hardware for bus body work, such as door controls, folding steps, bus seats—both passenger and chauffeur—corner irons, windshield hinges, screen and rail holders, etc.

* * *

Electric Storage Battery Co. will exhibit oil paintings dramatizing Exide batteries in the electric railway and allied industries, also Exide batteries and cells cutaway to show construction for use in motor bus service.

* * *

Western Electrc Company, Inc., at its booth will feature only a few products of primary interest to electric traction people. Representatives will be on hand at the booth to talk with everyone who comes in concerning anything electrical which interests them.

DETROIT PUBLIC LIBRARY

CLARK BUS AXLES

WIDE tread Spiral Bevel Axles specially designed and built for motor buses will be exhibited by the Clark Equipment Company, Buchanan, Mich.

This company will show the following Clark Axles, B-6000 for 18 passenger buses and B-720 for 25 passenger buses, together with parts and unit assemblies for same. They will also exhibit electric steel wheels as specially built by them for buses and fire apparatus.

The four following special features characterize Clark Axles as built for motor buses:

1. Straddle mounted pinions—the pinion gear load being carried between two bearings eliminates pinion "whip" and insures continuous service.
2. Dual wheel bearings—relieve pounding thrusts on the inner ends of drive shafts and permit closer bearing adjustment and therefore greater efficiency.
3. Double compensating internal brakes—equalization of pressure on the entire periphery of the brake drum is assured; plus easy, quick replacement; plus cast steel, high carbon, air-cooled brake drums.
4. Electric cast steel housings—no need for truss or radius rods: This main housing carries the full chassis load—it is therefore specially heat-treated—it is oil tight and the enclosed gears run continuously in oil.

Norma Hoffmann Bearings Corp. will show complete line of Norma precision ball bearings, open and closed types and Hoffmann precision roller bearings in rigid and self-aligning types. Also operating exhibit of large Hoffmann roller bearing, showing accuracy and finish of these bearings. Represented by Norman Bell and D. E. Batesole.

* * *

North East Electric Co. will show complete line of North East Electric starting, lighting, ignition, horns, speedometers, control units, signal buttons for motor buses and gasoline rail cars. Numerous service tools for the maintenance of the electrical equipment on motor buses and gasoline rail cars will be featured. Represented by J. C. Halbleib, D. M. Gardiner, G. A. Johnson, Elmer C. Kehoe.

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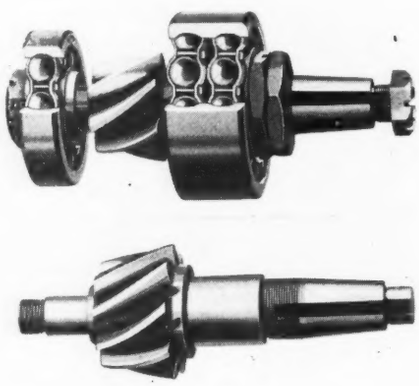
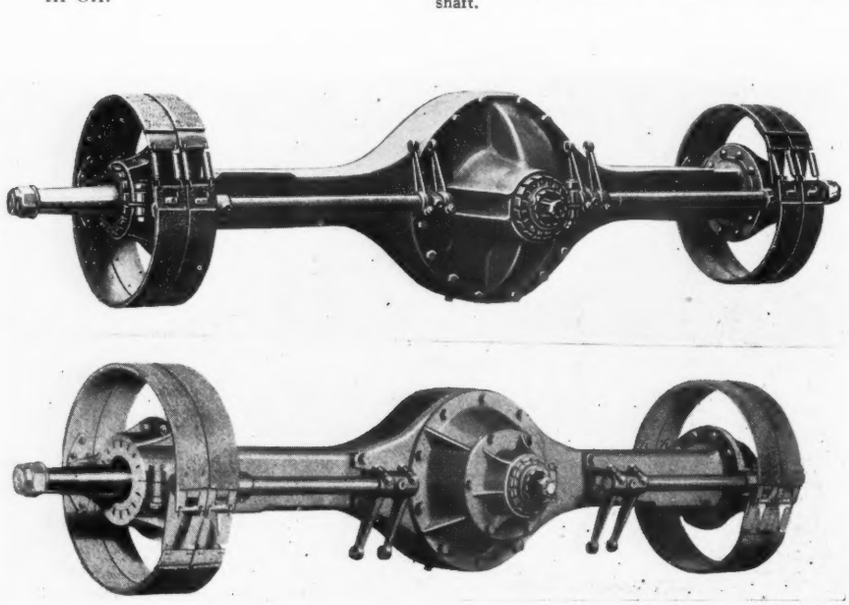
Budd Wheel Company will exhibit all types of the Budd-Michelin dual wheel.



Clark Stradde Mounted Pinion

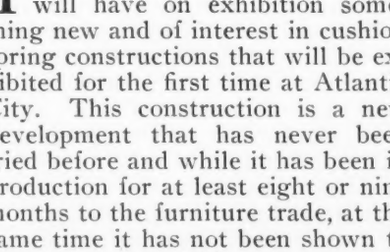
The pinion gear load is carried between two bearings. The pinion gear is integral with the pinion shaft.



Clark Axles, B-720 for 25-Pass. Buses and B-6000 for 18-Pass. Speed Buses

NACHMAN SPRING CUSHIONS

THE Nachman Spring-Filled Co. will have on exhibition something new and of interest in cushion spring constructions that will be exhibited for the first time at Atlantic City. This construction is a new development that has never been tried before and while it has been in production for at least eight or nine months to the furniture trade, at the same time it has not been shown to the automotive field.



Showing Nachman Spring Construction

The screen and the base are an integral part of each other, although this can be mounted on a wood frame as well. The springs are clipped on to the screen in a novel manner and each spring is contained in a pocket under compression. The pockets are square and the spring does not touch the side walls of the pocket, thus causing wear. The construction is much lighter than the pocket types, yet it has all of the features of the pocket type and is made especially for heavy duty work such as buses, trucks, taxicabs, interurban cars, and anywhere where soft seating is used. Burlap pockets are used instead of sheeting and the larger, slower moving coil is incorporated in order to give that soft, luxurious riding quality that all manufacturers are trying to obtain.

Many improvements have also been made in the regular Nachman construction in effecting different designs and also offering the skirted back which is desired by the automotive field. Samples of these, also various kinds of seating units, will also be exhibited.

* * *

The Leece-Neville Company will exhibit the following:

1/12 volt, Voltage Regulated Generator of low cutting-in speed driven by a variable speed motor illustrating the operation of voltage regulation.

A stand having a panel fitted with operating motor bus lights, voltmeter, ammeter, speed indicator and switch arrangements will give full information to observers.

Also various types of generators, control boxes, starting motors and switches.

Adams & Westlake Co. will exhibit Adlake line of improved lighting fixtures for motor coaches, also marker and step lamps, car trimmings and fixtures.

* * *

Lovejoy Manufacturing Company will feature its new bus shock absorber which is a larger, extra heavy addition of the passenger type. It is built on exactly the same principle and will carry a load of anywhere from five hundred to three thousand pounds on the end of the arm. A machine will also be exhibited for automatically demonstating the Lovejoy passenger type of absorber. Samples of the passenger type of absorber will also be on exhibition.

The New Lovejoy Bus Shock Absorber

* * *

G-E GAS-ELECTRIC DRIVE

THE electric drive equipment, which has been developed and introduced on a large scale by the General Electric Company during the past year, will be demonstrated in gasoline buses of several manufacturers. In addition to this generators, motors and controllers which go to make up equipment suitable for single and double motor drive buses of various sizes will be shown.

During the year some 215 electric drive equipments have been supplied for use in conjunction with single and double deck buses built by the Yellow Coach Mfg. Company, Chicago, for the Philadelphia Rural Transit Company, Philadelphia. These commenced regular runs about the first of May, and already over half a million bus miles have been successfully run. The Fageol Motor Company, of Kent, Ohio, has also built some 34 electric drive buses, of which 19 are for the Capitol District Transportation Company, of Albany, N. Y., and 15 for the Georgia Railway Light & Power Company, Atlanta, Ga.

SPLITDORF PRODUCTS

THE Splitdorf Electrical Company will feature the new SS type Splitdorf magneto—an instrument of special design where the utmost in efficiency and dependability is demanded.

In addition to the model SS magneto, which is made to fire any number of cylinders from two to sixteen, the Splitdorf Electrical Company also will exhibit the Green Jacket spark plug—the plug with the mica insulation which is made for every type of engine. The company also will display its complete line of ignition and electrical cable of which the company manufactures millions of feet every year.

Continental Motors Corporation will show its very latest designed engines built exclusively for bus service. C. D. McKim, General Sales Manager and several Continental engineers will be in attendance.

* * *

The Bethlehem Steel Company, Inc., will feature its special steel truck wheels. About fourteen representatives will be on hand at the show.

* * *

Sheldon Axle & Spring Co. will exhibit latest improved worm driven rear axle, both overhead and underslung type, and front axles with front wheel brakes. Both have enclosed self-intensifying brakes with accessible adjustments. Also line of truck and bus spring of conventional and progressive designs. Represented by G. M. Wall, A. Weiland, W. M. Jones, L. E. Lyons, A. Floyd, T. Zimmerman.

* * *

Pantasote Co. will show Agasote headlining, wainscoting, bus roofs and Pantasote products for seats, curtains, headlinings, building boards. Represented by Wm. A. Lake, Wm. Anderson.

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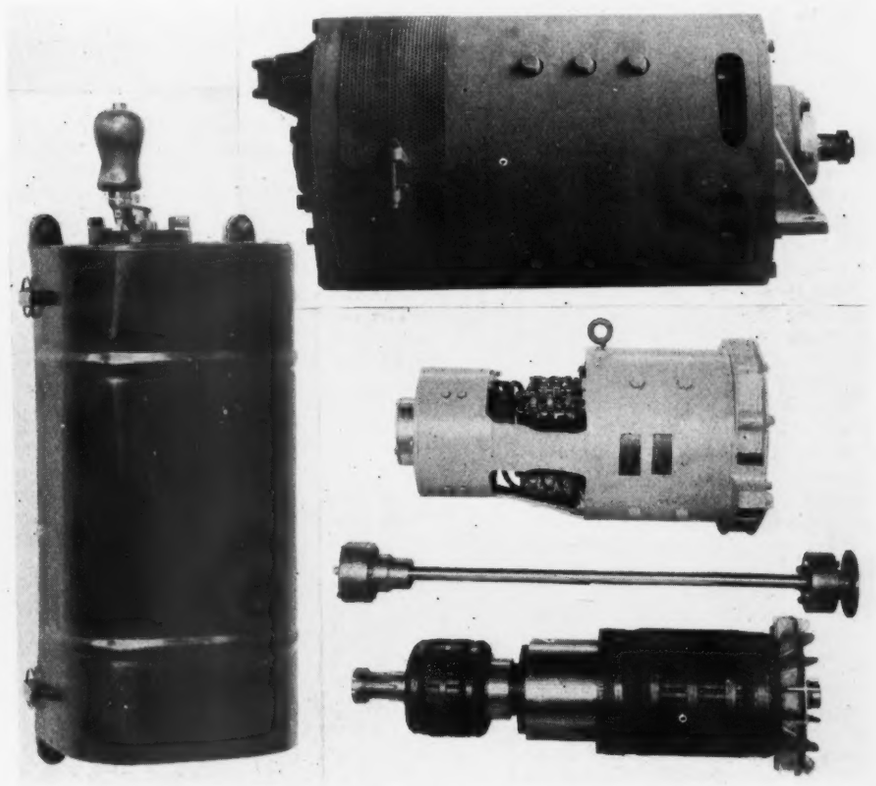


General Electric Products for Gas-Electric Buses

Standard form of controller used for single or double motor drive buses: GE-1099 generator, with armature and driving shaft disassembled; GE-1079 motor, which is used in double motor equipments in Philadelphia and other cities

There's a Big

Difference Between

BUS AND TRUCK TIRE SERVICE

By J. E. MAYL, Manager Bus Tire Department Goodyear Tire & Rubber Company

THE head of a big bus concern was frowning over his cost sheets.

"We are certainly spending enough money for tires," he said. Our profit and loss statement would look a lot better if we could get that cost down."

"We have tried several standard makes of tires, you know," suggested his assistant. "I think the equipment we have now is as good as any—maybe a little better."

The general manager made a little calculation.

"Do you know," he said, "by the time one of our buses wears out we have spent more for the tires on it than the bus itself cost. Why, we are spending more than $1000 a year on each of the 100 buses we have.

"Let's get hold of the tire people and see if they know anything about this."

The tire manufacturer agreed that the operator ought to be getting better mileage from his tires.

"I'll send one of our engineers out from the factory and have him work with you and see what we can find," he said.

That was seven months ago. At that time this operator was getting an average of about 5,500 miles from his tires. He was getting better than 6,000 miles from the 36 x 6, about 5,200 from 32 x 6, while the 38 x 7 showed only a little more than 4,000 and the 34 x 7 was still lower.

Last month his average mileage was just a little short of 20,000 miles—and it is still going up.

What was the magic invoked to more than treble this mileage in nine months?

Merely the magic of service.

Perhaps this sounds like an anti-climax. The word "service" covers a lot of territory. It is a word very widely misused. It means one thing here and another thing somewhere else.

But service is so important in the case of bus operations that the statement can be made unequivocally that an operator **can get better mileage from mediocre tires properly serviced, than he can from the best tires on the market improperly serviced.**

This operator had a lot of brand-new modern buses and he had a lot of older equipment which he had taken over. In other words, he was in the same situation as a lot of other bus operators except that he was operating on a little larger scale.

The bus business is probably the fastest growing business in the United States today but it is still a new business.

And there are certain applications that can be made from the experience of this operator, and from the accumulated experience of scores of other operators over the country, which will be of interest and value to the industry generally.

Does the Average Operator Really Know—

What tire size should be used?
What tread insures maximum service?
What promotes uneven tire wear?
How to boost tire mileage?
What inspection should include?
Why inflation pressures diminish?
How to nurse a casing?
Rim and wheel troubles?
About bead chafing and rim cuts?
The effect of brakes on wear?

If he did, 40% of his service interruptions would be eliminated

"Service," in connection with bus tires is something different, more specialized than service in connection with passenger car tires—because the use is different.

The bus used for city service makes a very large number of stops and starts. On interurban service it is in continuous use for long periods of time. Bus service is strenuous service. The consequences of overload are much more serious than in the case of passenger car tires.

The bus operator pays for improper service in two ways—direct and indirect.

Direct from premature failure of his tires, which lessens the average tire mileage, necessitates frequent replacement, increases his operating expense.

Indirect—and this indirect expense may be as great as direct expense—through loss of time and interruption to service caused by flat tires.

Let's take for example the case of a flat on the inner tire of a dual wheel, perhaps in city service where it is not desirable for uniformed drivers to make changes. This entails the expense of cost of change—involving service, equipment, time and labor; second, repair cost; third, possible damage to outer tire before flat is detected; fourth, revenue loss; and lastly and most important, since its effect cannot be computed, the effect on the public mind.

For it takes only a few interruptions like this to equal the cost of a new casing. **And this expense is not computed in the tire cost per bus mile.**

Let's see then what things should be listed under the head of service to keep tire mileage up and tire costs down.

Of first importance, of course, is the choice of proper tire size and type. Tires are designed to carry a specific load, under which, with due regard to inflation and operating conditions and practices, they are most likely to deliver the mileage built into them.

Tire equipment should be chosen for the **maximum load,** to insure low cost per mile. In most cases injuries occur when tires are deflected excessively, because of heavy load, mileage is cut down and a greater number of changes are required on the road.

In addition to correct size, attention should be given to type of tread. Different uses require different treads. Where traction, skid prevention, etc., is desirable, the type of tread insuring the maximum of this service should be chosen.

Elements to be Considered

Some types of service promote uneven tread wear, wiping, cupping, etc., which cuts down mileage. In some cases proper inflation will overcome this, but in other cases it is necessary to use a special type of tread design, which some manufacturers have developed for this use.

Having chosen the proper size and type of equipment, the most important thing, necessarily, is correct inflation. **There is a direct relation between tire size, weight to be carried, and pressure to be maintained.** Low cost per tire mile, depending on mileage and freedom from road trouble largely hinges on the matter of correct inflation and maintenance thereof.

This necessitates inflation to the maximum required for the given load, and regular, systematic inspection to insure that maximum being maintained at all times, as tires do lose pressure through valve base, valve core, dirty valve, leaky tube, etc.

Nuts on the valve stem at the base should be tightened occasionally, valve cores tightened. Valve caps should always be applied and screwed down tightly as they aid in retaining air and prevent dust and mud getting into the valve and under the valve seat.

Inflation facilities should be accessible, and equipment should be of a type to insure volume at the required pressure.

Correct inflation and maintenance thereof necessitate the use of proper valves. Different rim and wheel equipment require specific valve designs and lengths. Improper valve present possibilities of incorrect seating on wheels and rims with consequent distortion, leaks or blowouts. The wrong valve also prevents inflation and inspection when the tire is mounted on the bus, with consequent failure of both tube and casing, low mileage and costly road failures.

Wheel equipment should have hand holes so as to admit of ready inflation of tires, and care should be used in mounting dual wheels to make sure that hand holes are so placed as to admit of inflation from the front.

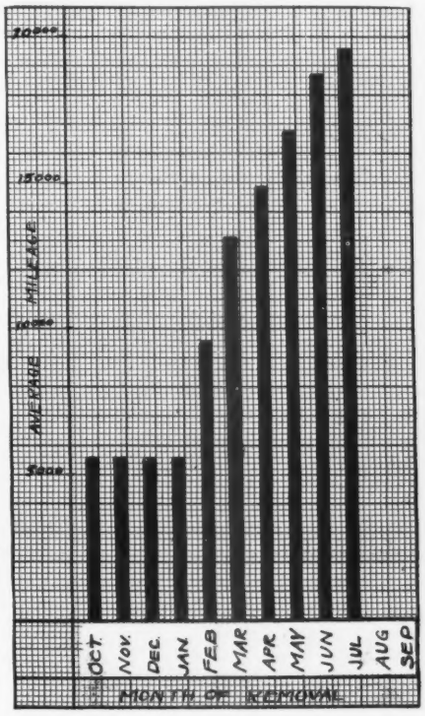
Casings Should be Examined

Casings should be examined for small objects, such as phonograph needles, pins, tacks, etc., that work themselves into the carcass. They do not puncture but do cause slow leaks. **Casings should be inspected for tread cuts that, while not causing a flat, allow dirt and moisture to loosen the tread, rot the carcass and cause a blowout.**

Care should be used in mounting dual tires to see that casings of equal tread height are paired together. Inspection should show possibilities of increasing mileage through shifting casings to different wheel positions.

Real attention should be given to wheels and rims. Studs should be kept tight to prevent elongation of stud holes and promotion of uneven wear. Wheels should be inspected regularly for alignment and to determine whether disks are straight. Rims should be cleaned at each demounting, to prevent erosion and rust accumulation, as this promotes freezing of tires with consequent need of excessive force in mounting and demounting, with reduction of mileage possibilities.

In addition to affecting the ease in mounting and demounting tires, accumulated rust and erosion also cause bead chafing, with consequent rim cut, and change the flex of the tires, cutting down mileage and causing additional road changes. **Rims should be inspected for distorted flanges caused by hitting road obstructions, etc., or use of excessive force in mounting or demounting tires.** Such distortions cut down mileage and call for costly road changes. Rims should be spaced properly so as to admit of use of proper



Monthly Pneumatic Tire Mileage of Bus Operations Having Organized Tire Service

size tire. Insufficient spacing allows dual tires to rub on the inside, causing loose tread at shoulders, changing flexing and causing premature failures.

Brakes have their effect on tire wear. **A dragging brake or unequalized brake in addition to increasing brake expense, an item of enough importance to call for separate costs by large operators, causes excessive tire wear and promotes tire failure through deterioration of the bead and carcass because of the heat generated in the brakes and passed on to the tires through disk wheels and rims.**

Tire mileage can be increased and road failures, with consequent interruptions to service, can be cut down by the application of specialized knowledge to the particular bus operation. On road failure alone it has been found that in many installations approximately 40% of the interruptions to service can be eliminated through efficient servicing and inspection.

Who is going to furnish the service? Can it be handled economically by the operator himself or should he get it from organized service stations? The answer will vary with the circumstances, **but the main thing is that somebody should do it.**

Experience has shown that unless an operator is a large one and can keep service personnel and equipment busy, service can be secured more economically and efficiently through a tire service station than by attempting to undertake the expense and specialization necessary to service himself. This would entail the investment in inflation equipment, tire changing apparatus, tools, repair equipment, etc., with attendant interest, depreciation, maintenance and operating charges, plus the expense of trained service personnel.

The tire service station already has the equipment and service organization, and with its ability to spread this service expense of all its tire business, is in a position to give a service to the operator that is efficient and represents a saving not only in first cost but in greater mileage and fewer road stops—hence lowered mileage costs.

Rolling Resistance on Roads

How the rolling resistance of motor vehicles differs with speed of the vehicles and types of road is shown in a report by Prof. T. R. Agg, chairman of the Committee on Economic Theory of Highway Improvement, on a series of tests to determine rolling resistance and air resistance of vehicles. As reprinted in part in the September issue of the journal of the Society of Automotive Engineers, the report shows that numerous factors affect the rolling resistance but that the average values for the sum of the rolling and air resistance, under year-round operating conditions, in pounds of resistance per ton of weight, are as follows:

Passenger cars and motor coaches, operated at 35 miles per hour, on high-pressure cord tires—

Kind of Road	Resistance
Best paved surfaces	37 Pounds
Paved surfaces, average	42 "
Ordinary gravel	65 "
Fair to good earth roads	75 "

Motor trucks, operated at 15 miles per hour, on pneumatic tires—

Best paved surfaces	22 Pounds
Paved surfaces, average	30 "
Ordinary gravel	50 "
Fair to good earth roads	60 "

Sees Demand for American Trucks Abroad

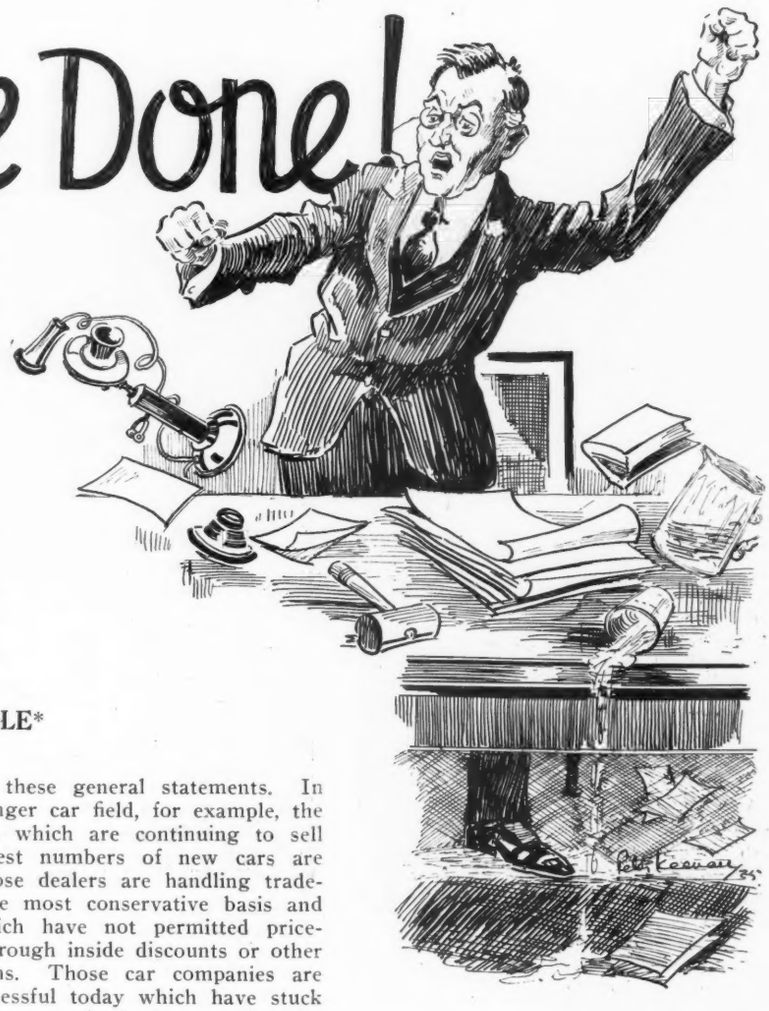
That the coming market for commercial cars in the British Isles furnishes a greater opportunity for American manufacturers than the passenger car market was the opinion expressed here by Col. Arthur Hacking, secretary of the Motor Manufacturers' & Traders' Society of London, at a luncheon tendered him at the Toledo Club recently by John N. Willys, president of the Willys-Overland Co.

Sir William Letts, managing director of Willys-Overland-Crossley, Ltd., and other Overland officials were present.

Hacking declared that tariff restrictions and the specifications demanded by the British public differing as they do so much from American types were against the development of trade in those lines but left almost an open field for the commercial car.

Col. Hacking was most impressed by the marvelous roads of the mid-western states and labor-saving machinery in automobile plants.

It can be Done!



Determination Based on Sound, Stable Marketing Policies Can Win the Battle Against Price-Cutting, Inside Discounts and Inflated List Prices

It's a Hard Fight and Requires Courage, But It Can be Done and is Being Done

By NORMAN G. SHIDLE*

A LARGE majority of truck dealers would like to be able to quote a standard list price to a customer, offer a fair allowance for trade-ins, stick to these terms and at the same time make the sale. But even the hardiest fighters for sound selling find the going hard in many instances. They may start in to sell a customer with the best resolutions in the world, but when they think they see the sale slipping away to a competitor who has offered discounts or cut prices, only a salesman of the sturdiest convictions can stand his ground.

The Ultimate Winner

The dealer who does so undoubtedly will lose a certain amount of sales. Price alone is a powerful argument. That fact might as well be recognized. But by holding fast to sound principles, the dealer probably can build more solidly for permanent business and assure himself of a reasonable profit on all of his transactions than if he gives in to price pressure consistently. Thorough-going salesmanship and constructive service should be able to win over the price cutter in truck selling as it has in every other business. The cut-rate operators may continue to exist, as they do in various trades, but their share of the business may be kept so small as to render them inappreciable factors in the entire merchandising scheme. But the struggle isn't easy for the individual dealer in any sense of the word.

Numerous practical instances tend to bear out these general statements. In the passenger car field, for example, the companies which are continuing to sell the greatest numbers of new cars are those whose dealers are handling trade-ins on the most conservative basis and those which have not permitted price-cutting through inside discounts or other such forms. Those car companies are most successful today which have stuck closest to sound business principles through every phase of their merchandising policy, even though individual sales have been lost in many instances.

A specific example of how these principles can be worked out in truck and trailer selling occurred just a week or two ago in a middle western town of about 50,000 population.

A furniture manufacturer was in the market for hauling equipment. His needs required the purchase of about 5 trucks and probably 10 or 12 trailers. He had recently bought two trucks and four or five trailers from competing makers before the sales representatives of the XY Trailer Co. and the Blank Truck Co. began their efforts to sell him this additional equipment. The order would amount to something like $15,000.

The trailer salesman, although a factory branch representative in the territory, is in the habit of working through truck dealers in selling his trailer equipment. The trailers have a standard list price which the salesman carries on a printed list in his pocket. When he makes a sale in co-operation with a truck dealer, he gives that dealer 10 per cent discount. The truck dealer can do anything with that discount he cares to.

In this instance, the trailer salesman was working with a truck dealer whose factory also sold on a standard list price basis. The factory is an eminently successful one and the dealer, following factory policies consistently, also has made a success.

The trailer salesman was the first on the scene. He told his sales story. The furniture manufacturer was favorably impressed. He seemed about to buy. Then the price question came up again and the conversation went something like this:

"Now this price you have quoted me," said the prospective

¶ It tells how a truck salesman and a trailer salesman stuck to a standard list price, refusing over-allowance on trade-ins and still sold a $15,000 order in the face of price-cutting competition.

¶ It wouldn't be hard to find a lot of cases in which the price cutter won the merchandising battle. Everybody engaged in truck selling recognizes that.

¶ But this story is indicative of a growing determination among truck dealers to put permanent marketing methods ahead of temporary expedients even though such a course means more immediate effort.

¶ It can be done!

* Editor Automotive Industries.

buyer, "how much discount do I get on that?"

"You don't get any discount. Here is the printed list of our prices. They are standard in all parts of the country. The only difference between the price you pay for this trailer in Detroit or San Francisco is the difference in freight charges from our factory."

The Usual Come-Back

"Yes, I know all that," the manufacturer replied, "but I've already bought a few trucks and trailers, you know. I got a nice discount on the last lot. I've looked into your equipment pretty thoroughly and have figured its cost on the basis of the same discount I got on the other stuff that I bought from your competitor a few months ago. I believe that your equipment is a good buy at that price. What do you say?"

"There isn't much I can say," the truck salesman answered, "our factory builds this product as efficiently as it can, adds a reasonable profit and sets its price on that basis. If we gave discounts we wouldn't make any profit. You expect to make a profit on your furniture when you sell it don't you?"

"Yes, of course."

"Well, we're in business for the same reason and operate on the same basis as you do. If you were satisfied with the equipment you bought at a discount a few months ago you wouldn't be figuring on buying mine now. You know there are at least three desirable features in my trailers which particularly suit them for your purposes that you can't get in any other unit. If we set our prices to allow for discounts we'd just have to have higher prices and we'd only be kidding you by giving you a discount. Moreover, you wouldn't know whether you had our best price or not. You'd be wondering all the time if some of our other customers hadn't gotten a better deal from us than you did. That's only common sense. Just think of our business in the same way you think of your own for a moment and I think you'll see the point."

"But this truck dealer through whom I'm going to buy. You must give him a discount. How much is it?"

"That's none of your business. But I'll tell you. It's 10 per cent."

"Then why shouldn't I have that discount instead of him?"

"If you buy direct from me and save that 10 per cent you won't have anybody within ready calling distance who has the slightest interest in those units after they are sold. I'll give you the best service I can from 100 miles away, but it will be something entirely different than having a reliable man in your own town who knows the equipment and is interested in keeping it sold. Moreover, if you buy direct you'll have to pay cash. If you buy from the dealer you can buy on time.

"Why can't I get this local Blank Truck dealer to knock off that 10 per cent or part of it for me?

"Maybe you can. It's none of my business what he does with his discount. Try him and see."

Just about this time the Blank truck dealer appeared on the scene. The prospective buyer put to him as regards trucks the same line of argument as he had just gone through with the trailer salesman. The truck salesman made the same replies in slightly different words. Finally———.

Honest Statements Never Fail to Impress

"Do you mean to tell me," queried the manufacturer, "that you would be willing to lose this $15,000 worth of business rather than give me a discount on either the trucks or the trailers?"

"I certainly do," came the quick reply from the truck salesman. "And it wouldn't be any sacrifice on my part. Business isn't any good to me unless I make a profit from it. My factory operates its entire business on a sound, frank basis. It has a fair price to begin with which permits a customer to buy our equipment and receive better value for his money than he could in buying any other make. We are selling our product on those merits. We aren't kidding ourselves and we have too much respect for your intelligence to try to kid you."

"Well, then how about this equipment I have to trade in. You ought to give me a pretty good allowance on that."

Precedent is Hard to Kill

"If I have to take your old equipment in trade I'll allow you just what our used truck department thinks it is worth from a sales standpoint. If I gave you more for that equipment than I could sell it for, I would simply be giving you a price cut or a discount under another guise. You recognize that as well as I do. I don't have to go into further reasons for not over allowing you on your old equipment. The reasons are those which I've just stated. I can't apologize for not giving you a discount. I'd have to apologize if I did. We've got a product that will fit your needs; you said that yourself. If you were satisfied with the equipment you have now you'd go and buy more of it. You got a discount from them; you'll get satisfaction from us."

If this were a fairy story, the furniture manufacturer at this point would have taken up a large fountain pen and hastily signed on the dotted line. Since the story is just a digested record of an actual business transaction, however, the manufacturer didn't burst into tears and thank the truck salesman for showing him the straight and narrow path to business success. Instead he said:

The End, But Not the Final End

"Just the same I think I ought to get a discount. What you say sounds true enough, but I've bought trucks before and I think I ought to get a discount. I'll think it over anyhow and see you later."

Exit the truck and the trailer salesmen.

It is encouraging to those who believe in the possibility of overcoming temporary sales expediency with sound merchandising drive to record the fact that after visiting the manufacturer three or four times again and singing the same song to a different tune with new emphasis and renewed determination on each occasion that this particular furniture manufacturer did buy 5 Blank trucks and 10 XY trailers and paid for them the standard list price—and that the truck dealer didn't lose money on the equipment he took in trade.

This is only one instance. Plenty of others might be cited in which somewhat similar methods failed. The inertia to be overcome at the present time is something terrible. Anybody that knows anything about practical truck selling will tell you that. But the incident cited does prove one thing—**It can be done!**

Determined salesmanship based on sound, stable marketing policies usually can win the battle against price cutting, inside discounts and inflated list prices. These latter arguments often are potent in truck and trailer sales. Nobody can deny that. Talk of service, quality and reliability often can overcome them only after a hard fight—a fight which requires courage, determination and thorough belief in sound principles on the part of the dealer who is propounding them.

Why Trucks Need Speed Governors

In advocating the use of speed governors on commercial motor vehicles before the New England section of the Society of Automotive Engineers, Edward F. Lowe, of New York, pointed out in an address that according to a report by the N. A. C. C., 40 per cent of the major fatalities in which motor vehicles were involved during the first seven months of last year were due to speeding and that, while commercial cars constitute only 24 per cent of the motor vehicles registered in New York City, 53 per cent of the accidents in the city in 1924 were caused by commercial vehicles.

Truck operators have shouldered repair charges for the breakage of many parts without realizing the causes underlying these effects how easily these causes can be eliminated.

Continuous truck operation is essential to profits and can be secured by eliminating the cause of delay. Speed, paradoxical as it may appear, is one of the chief causes of delay. Governors are used to secure uniform and economic operation. The governor is not a luxury; it is an essential.

The truck owner desires all the power he can secure, together with quick acceleration, fuel economy and lower maintenance costs. It is up to the governor manufacturer to make a governor that can be installed and adjusted easily, is dependable and reasonably priced. It is of great importance that a governor should not interfere in any way with the efficiency of the engine's pulling power and carburetion. A governor should permit the truck operator to do everything with his truck that he can do without a governor except to over-speed.

Bethlehem Motors Corp., Allentown, Pa., advises us that they will have a very important announcement to make to the trade in about four weeks.

Show Windows and Attractive Premises SELL TRUCKS

By
H. LIONEL WILLIAMS

Ohio Dealer Builds Specially Designed Truck Merchandising and Repairing Shops

AS the result of business expanding from 5 truck sales in 1921 to 104 trucks in the first six months of this year, F. C. Schrieber the International Harvester truck dealer, of Youngstown, Ohio, had to build special premises. The new building, which was completed in June, 1925, provides 1,800 sq. ft. of floor space and embodies the most modern ideas in layout and equipment.

Schreiber is fully convinced that show windows and attractive surroundings for the vehicles are a valuable asset, even more so than in the case of automobiles. Quite a number of sales were traced direct to the showroom display, which he now makes as attractive as possible and keeps illuminated till late at night.

In the new building, therefore, the exterior appearance has been carefully considered, and ample window space provided. All external brickwork is in rustic finish, even the rear walls, so that there is no suggestion of ornate frontage at the expense of cheap construction elsewhere.

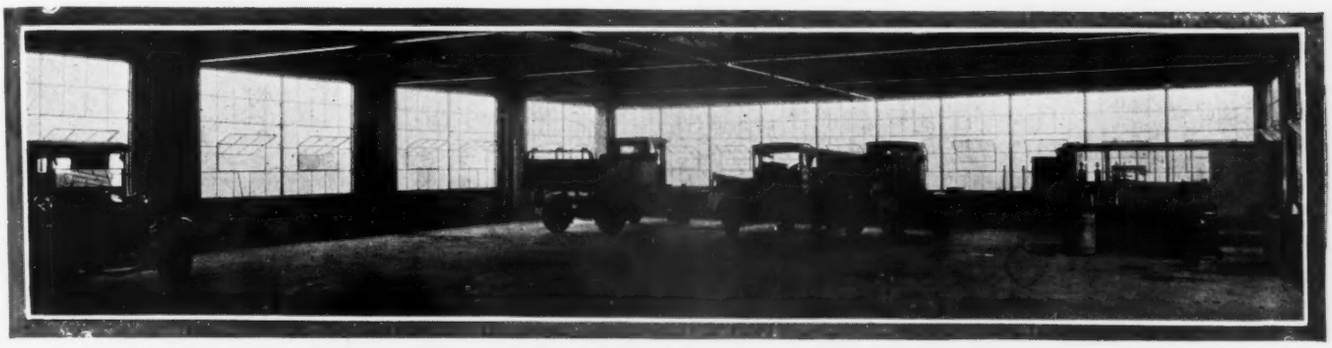
An outstanding feature is the provision of ample natural lighting. The workshop and storage space have extensive window areas that preclude the necessity for artificial lighting in any part during the daytime.

Due to the irregular shape of the lot on which the building is erected, the showroom and the offices are somewhat out of square; but this rather adds to than detracts from their appearance. The entire building is fireproof and includes in addition to the showroom, repair shop, and storage floor, three offices and a parts storeroom. One of the offices is for the salesmen and has a small ante-room for closing. Adjoining is the private office of the president, which opens into a passage leading from the showroom to the repair shop. Also opening on to this passage are the parts store room, with its steel bins and shelving accommodating $7,000 worth of parts, an accessory display case, let into the wall, the general office and a lady's rest room.

The Odd Shape of This Showroom Does Not Detract From Its Value
Special lighting arrangements automatically switch on at 8 p. m. and off again at 10.30 p. m.

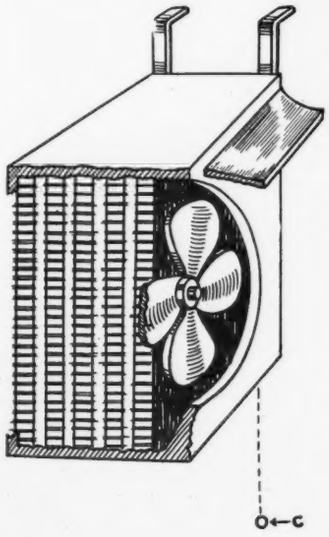
Adjacent to the repair shop is the men's washroom, equipped with a shower and special shower faucets over the wash trough. Steel lockers are provided for the use of the mechanics.

On a floor at a slightly lower level—

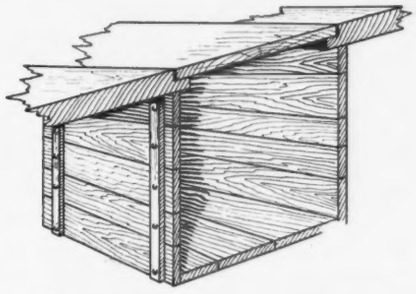


Ample Lighting is Provided by the Extensive Window Space. The Clear Floor Space in This Repair Shop Meausres 85 x 65 ft.

the ground level at the rear of the premises is about twelve feet below that at the front—is the repair shop with a 65 foot clear span roof of steel and concrete. In one corner is the tool room, which is fully equipped to handle major and minor repairs. Special labor saving devices, such as electric valve refacer, a bearing lathe that eliminates the necessity for hand scraping and fitting, rod babbitting machines, etc., have been installed.



Demountable inspection pits are probably unique. As there is another room underneath the repair shop an ordinary type inspection pit could not be arranged for. The pits, therefore, consist of wooden boxes slung from the repair shop floor. The boards can be removed so that the pit can be kept perfectly clean. This construction provides a perfectly ventilated and drained pit that is pleasant to work in.



Above: Demountable inspection pits consist of wooden boxes slung from the repair shop floor

Left: Steam heated ventilators blow heated air into the rooms. This feature is claimed to save considerable coal

Ventilation is a matter that has received very careful consideration. The system comprises fans and heating coils, which blow air at any required temperature into the rooms. The heat is provided by a steam boiler located on the lower floor. One of these hot air units is installed in each of the larger rooms at about four feet from the ceiling. In cold weather the air temperature throughout the building can be raised to a comfortable degree in three minutes. The fans can then be switched off until again required. The big saving with this equipment, Schreiber claims is in the coal required.

Such briefly is the new business home in which I. C. Schreiber hopes to break his previous sales records. It is pleasant to note that with his growing sales, Schreiber is not accumulating a lot of traded used vehicles. The half dozen or so that he has on hand will, according to his custom, be cleaned and repainted after being put in good working condition and then offered for sale. He finds that new paint on an old vehicle is a good investment.

Since the new premises have been opened, Schreiber has had many interested visitors—prospects and customers, many of whom are enthusiastic over the handsome appearance of the premises which places the truck sales on the same level as high grade automobile merchandising.

There is one common entrance to the display floor and the repair shop which fact has a psychological effect on the customer who likes to see his vehicles accorded the same attention after they become his property as they were before he paid out his money.

Welding Convention and Exhibit Oct. 21-23

Plans are practically completed by the welding industry to make the Fall Meeting of the American Welding Society the largest and most successful ever held. Three days, October 21, 22 and 23, will be devoted to the various technical sessions, demonstrations, exhibits and entertainment. The headquarters for the meeting will be at the Massachusetts Institute of Technology, Cambridge.

Exhibits of welding, welded products and actual demonstrations of welding and cutting are to be featured at this meeting. The applications of welding have more than trebled during the past few years. Possibilities for further extensions with resulting economies are still limitless. It will be the object of these exhibits and demonstrations to show industrial managers and engineers what can be done.

Martin-Parry Establishes Phoenix Branch

Martin-Parry Corporation, commercial body builders, York, Pa., announces that through the efforts of C. P. Henderson, their Western Division Manager, negotiations have been completed by which Martin-Parry has taken over the Johnson Body Company, of Phoenix, Arizona, and from this time will operate it as a Martin-Parry branch.

The modern building has a cement floor space of over 3000 sq. ft., with every facility for quick assembling, mounting, and delivery of commercial bodies. It is conveniently near a railroad side-track, permitting unusual facilities in the loading and unloading of carload shipments.

The new Branch will carry a complete stock of the new line of Martin-Parry standardized commercial bodies, ready for assembly and servicing to dealers.

The Southern branch of the International Motor Truck Corp., at Atlanta, Ga., has announced plans for construction of a factory branch for the manufacture of trucks at West Palm Beach, Fla., the plant to contain four separate units. The estimated cost of the project is about $250,000.

In the Silence of the night

CLATTER, clatter, clatter —the iron-shod horses and the iron-tired wagon wheels, rattling through the streets, shattering the silence of the night with a thousand noises. And don't ever think that milk delivery that wakes people out of their sleep and shakes people's nerves makes friends for the milkman. Not so you can notice it.

There is a way of making friends—a quiet and better way, yes and a more economical way.

That's with the clean, silent, efficient Ward Electric Truck. No clatter, no bang, no stamping of horses' feet. Also there is no pounding of a motor exhaust. These Wards just glide smoothly and easily about their task, doing more work and doing it better — and *making friends.*

For instance:

The Willow Brook Dairy of Mt. Vernon, N. Y., put some of their fleet of Ward Electrics in the shop for painting, replacing it with a horse and wagon. The job was scarcely started when they received from customers complaints that the horse and wagon woke them up.

And the Missouri Dairy, Kansas City, Mo., had many complaints when they temporarily took a Ward Electric off one of their routes.

Not only the customers, but the drivers, like the silent Ward Electric. Recently the superintendent of a big dairy was told that his trucks needed painting. He replied:

"I know it, but men won't stand for going back to horses and wagons, even temporarily."

Make your man realize how little it takes for the up-keep of a Ward Electric. Tires last longer, truck lasts 10 years, maybe much more. Few repairs. No gas, no horse feed, less housing expense. Just a few cents a day for current.

With the aid of our cost charts you can help your man figure delivery costs that put him in position to *buy* cheaper delivery.

Ward Motor Vehicle Co., Mt. Vernon, N. Y.
also
Boston, Philadelphia, New York, Chicago, Baltimore, Washington, San Francisco

WARD ELECTRICS

EDITORIALS

When Determination is Needed

MANY members of the industry state that the buying public is becoming more and more alive to the fact that "the stated price of a truck means little or nothing, and that what they cannot get off by dickering they can discount by a trade-in."

The selling organizations have only themselves to blame for this state of affairs. They have got the purchasers into the habit of thinking first cost, simply because their selling methods are elementary. The amateur salesman can conceive of no greater appeal to his business-man prospect than a price bargain—a whacking discount off the published price or an absurd allowance on a trade-in.

Perhaps the price bogey is coming home to roost and some manufacturers and dealers don't know how to stop it without losing business—and to turn down a deal is the ultimate sacrifice.

The solution of the problem lies in the complete revision of selling methods. Selling a truck is not like selling a pound of candles. One cannot just hand the customer what he asks for or thinks he wants, and forget about it.

When 80 per cent of the business is on time payments it is necessary to ascertain as far as possible that the risk is safe; that the truck will be a paying proposition to the buyer. A good risk means repeat orders, a poor risk benefits nobody. That is why it pays to pass on to the finance company only such business as the dealer would himself back.

If lasting success is the object, the only way to sell trucks today is to fire the truck peddlers and substitute a transportation expert. In other words to give your prospect service before the sale. Then, and only then, can he be kept one hundred per cent sold. There's an article in this issue which shows that real selling is not a lost art.

What is Profit?

PROFIT, in modern trade languages, is only a small part of the difference between the cost price and the selling price. Out of the difference must come the expenses which sometimes absorb from ninety to ninety-five per cent of the entire margin.

How numerous these expenses are is indicated by the following list suggested for study by the National Distribution Conference organized under the auspices of the Chamber of Commerce of the United States:

Wages, rent, heat, light, power, telephone, supplies, cost of capital, bad debts, freight and cartage, losses due to markdowns, returns and pilfering; unknown losses due to other causes and mistakes; deliveries, selling on approval, small purchases, long credits, styles demanding a wide variety, taxes, size of territory, decentralization of purchases by merchant and consumer, turnover, buying by the merchant in small shipments and broken packages.

If the retail merchant succeeds in meeting all these costs out of the margin between buying and selling prices, what is left is profit. If not, he is out of pocket and out of luck.

CCJ Specification Tables

A SLIGHT revision has been made in the Specification Tables appearing in this issue, by eliminating some of the replacement data which is thought to be readily available in almost every dealer establishment. Furthermore this information, namely, carburetor inlet sizes, piston per cylinder, radiator hose sizes, etc., is not generally used for comparison purposes and is usually readily ascertained. However, if we find that the majority of our readers demand this information each month, we shall be glad to reinstate it again in the future.

In view of the fact that so many letters have reached this office of late asking why the prices of certain makes of trucks are not given, we take this opportunity to explain the reason for their omission. They do not appear, either because the manufacturer does not furnish them to us or requests us to eliminate them. No information of any kind is given in these tables that is not furnished direct by the factories. Each manufacturer is requested to supply corrections or his okay each month. Failure to do so automatically eliminates his data from these tables. This is done to keep these tables as up-to-date as it is humanly possible.

News of the Trade

A. E. A. Makes Plans for Annual Exhibit

Contracts Let for Chicago Show—Space to be Assigned Sept. 24

CONTRACTS have been sent out for the seventh annual exhibit of the Automotive Equipment Association, which will be held at the Coliseum, in Chicago, Nov. 9 to 14 inclusive.

Assignment of space to the various applicants whose contracts have been accepted will be made at the Congress Hotel, Chicago, at 10 a. m., Sept. 24.

This year's A. E. A. show, which will be held in connection with the association's annual convention, will be conducted under practically the same rules as last year. The show is exclusively for the trade and admittance will be by ticket or invitation. Tickets are issued to all jobber members of the A. E. A. and their salesmen, and invitations will be sent to a selected list of automotive wholesalers outside the A. E. A. membership. This list has to have the approval of the association. The exhibitors will be the manufacturing members of the A. E. A.

This year a special effort is being made to have a large attendance of automotive distributors and wholesalers from foreign countries. About 1,500 invitations were sent out to the trade in countries other than the United States and Canada early this summer. For several years there has been a growing interest in the A. E. A. show on the part of foreign automotive merchants, and it is the belief of the association members that this exhibit can be used to create a large export trade for automotive manufacturers.

Trade Days Changed

Plans for the 1926 National Automobile Shows in New York and Chicago include a change in the Trade Days from Friday and Saturday to parts of Monday and Tuesday in the actual period of display. It is thought that this will suit the convenience of local and visiting factors and will preclude the necessity of visitors coming to the shows forty-eight hours in advance. Hours reserved are from 10 a. m. to 1 p. m. Credentials will again be free to those who visit the show in the trade periods.

Yellow Cab and General Motors Merger Ratified

Operation of Two Concerns as Yellow Truck & Coach Mfg. Co.

FINAL ratification of the merger of the Yellow Cab Manufacturing Co. and the truck division of General Motors Corp. took place when Yellow Cab directors authorized issuance of 800,000 shares of common stock in exchange for 160,000 shares of General Motors Truck Corp. stock. Operation of the two concerns under the name of the Yellow Truck & Coach Manufacturing Co. became effective September 2nd.

For the first half year Yellow Cab Manufacturing Co. reported net profit $1,206,716, equivalent after preferred dividends to $1.97 per share earned on 600,000 shares $10 par Class B stock, compared with $2.96 in the first half of 1924.

June quarter net profits were $589,657, equal after preferred dividends to 97 cents a share earned on Class B against $1.32 during the same quarter last year.

Coming Events

CONVENTIONS

American Bottlers of Carbonated Beverages—Annual convention and exhibit, American Royal Bldg., Kansas City, Mo., October 19 to 23. Show headquarters, 231-237 Woodward Ave., Detroit, Mich. Secretary's office, 726-729 Bond Bldg., Washington, D. C. Joseph R. Flynn.

American Electric Railway Association—44th annual convention and exhibition, October 5 to 9, 1925, on Young's Million Dollar Pier, Atlantic City, N. J. Fred C. J. Dell, director of exhibits, 292 Madison Ave., New York City, N. Y.

American Gear Manufacturers Association—Semi-annual meeting, October 1 to 3, 1925, West Baden Springs Hotel, West Baden, Indiana.

American Road Builders' Association—Annual convention and Road Show, January 11 to 15, 1926, Coliseum and adjoining building, Chicago.

American Society for Steel Treating—Annual convention, September 14 to 19, 1925, Public Auditorium, at Cleveland, Ohio.

American Welding Society—Fall meeting, October 21 to 23, Boston, Mass. M. M. Kelly, sec'y.

Asphalt Association—4th annual asphalt paving conference, October 21 to 23, Detroit, Mich. Headquarters, 441 Lexington Ave., New York City.

Associated Advertising Clubs of the World—Convention, June 20 to 25, 1926, Philadelphia, Pa. Carl Hunt, Mgr.

Automotive Equipment Association—Convention and show, November 9 to 14, 1925. Coliseum, Chicago, Ill. Wm. M. Webster, Commissioner.

Carolinas Automotive Trade Association—Service convention, October 20 and 21, 1925, Greensboro, N. C.

Iowa Automotive Merchants Association, Inc.—7th annual convention, November 12 and 13, 1925, in the Fort Des Moines Hotel, Des Moines, Iowa. A. J. Knapp, sec.-mgr., 514 Old Colony Bldg.

Motor and Accessory Manufacturers Association—Fall convention, October 7 to 10, 1925, Montreal, Canada.

National Automobile Chamber of Commerce Second World Motor Trade Congress, January 11 to 13, 1926, New York City.

National Battery Manufacturers Association—Convention, September 18 and 19, 1925, Roosevelt Hotel, New York City.

National Standard Parts Association—Convention and show, November 5 to 7, 1925. Chicago, Hotel Sherman.

National Tire Dealers Association—Annual convention, November 17 to 19, 1925, Hotel Chase, St. Louis, Mo. Chairman of arrangements, S. L. Chorlins, 3908 Washington Blvd., St. Louis.

Pan American Confederation for Highway Education—The Pan American Road Congress, October 3 to 13, Buenos Aires, S. A. S. T. Henry, director.

Pennsylvania Automotive Association—5th annual convention, October 12 to 14, Pittsburgh, Pa. R. C. Duffus, Mgr., 306 Security Trust Bldg., Harrisburg, Pa.

Society of Automotive Engineers—Service Engineering meeting, November, 1925.

Society of Automotive Engineers—Automotive Transporation meeting, November 13 and 14, 1925, Benjamin Franklin Hotel, Philadelphia, Pa.

Society of Automotive Engineers—Annual banquet, January 14, 1926, Hotel Astor, New York City.

Society of Automotive Engineers—Annual meeting, January 20 to 22, 1926, General Motors Bldg., Detroit.

Washington, D. C., January 30 to February 6, 1926—Annual show, Washington Auditorium, direction of Washington Automotive Trade Ass'n. Rudolph Jose, Chairman.

SHOWS

Boston, Mass., October 10 to 17, 1925—World's Rubber and Tropical Exposition, Mechanics Hall, Chester. I. Campbell, manager.

Chicago, Ill., January 11 to 15, 1926—Annual road show and convention, direction American Road Builders' Association, Coliseum and adjoining buildings.

Chicago, Ill., January 30 to February 6, 1926—Annual show, Coliseum, direction National Automobile Chamber of Commerce.

Cleveland, Ohio, September 28 to October 3, 1925—14th annual exhibit, Rainbow Room, Hotel Winton, direction the National Safety Council. Safety devices and traffic signals, A. M. Smith, business manager, 168 N. Michigan Ave., Chicago.

Dallas, Texas, October 10 to 25, 1925—Annual show, State Fair Automobile Bldg., direction the Dallas Automotive Trade Ass'n. J. H. Connell, manager.

Danbury, Conn., October 5 to 10, 1925—8th annual Fair, Danbury Fair Auto Bldg. (20,000 sq. ft.), direction the Danbury Agricultural Society. Passenger cars, trucks, tractors, accessories, etc. H. Lake, Mgr., West St.

Fresno, Cal., September 28 to October 3, 1925—15th annual show in connection with the Fresno District Fair, direction the Fresno Motor Car Dealers Association. Passenger cars, trucks and accessories. Ray C. Wakefield, manager, 311 Powell Bldg.

Indianapolis, Ind., February 15 to 20, 1926—15th annual show, Auto Show Bldg. (70,000 sq. ft.), direction of Indianapolis Auto Trade Ass'n. Passenger cars, trucks and accessories. John Orman, Mgr., 328 N. Delaware St.

Kansas City, Mo., February 12 to 19, 1926—20th annual show, American Royal Bldg. (250,000 sq. ft.), direction of Kansas City Motor Car Dealers Ass'n. Passenger cars, trucks, tractors, accessories, aeroplanes and radio. Geo. A. Bond, Mgr., Firestone Bldg.

Milwaukee Wis., January 9 to 17, 1926—Annual show, Grand Central Palace, direction National Automobile Chamber of Commerce.

New York City, January 9 to 15, 1926—Annual national show, Grand Central Palace, direction National Automobile Chamber of Commerce.

Salt Lake City, Utah, October 1 to 7, 1925—3rd annual automobile show and 47th annual State Fair, Coliseum Bldg. Passenger cars, trucks, tractors and accesories. Wm. D. Sutton, supervisor of automobile show, 116 State Capitol.

San Francisco, Cal., November 9 to 14, 1925—All-Western Road Show, in tents on 18 acre site on the Mariana.

Shreveport, La., October 24 to November 8, 1925—20th annual State Fair. Passenger cars, trucks and tractors. Geo. T. Bishop, manager, c/o Bishop Auto Co.

Springfield, Mass., September 20 to 26, 1925—Eastern States Exposition, Exposition Grounds.

White River Junction, Vt., September 15 to 18, 1925—19th annual Twin State Fair, Auto Bldg. (13,600 sq. ft.). Passenger cars, trucks and accessories. F. L. Davis, manager.

Parts and Accessory Business at High Level

Mid-Season Shows Gain in Shipment of Parts and Accessories to Car and Truck Manufacturers

JULY was a slightly bigger month than June for parts, accessories and maintenance equipment makers according to the regular monthly survey of business conditions recently announced by the Motor and Accessory Manufacturers' Association. The wholesale value of shipments during July was represented by an index figure of 159 as compared with 158 in June.

Detailed figures for the separate divisions of the industry, contained in the M. & A. M. A. Business Bulletin for August, showed July shipments of parts and accessory makers to car and truck manufacturers at an index figure of 165 for July as compared with 164 for June. In shipments to the wholesale and retail trade the replacement parts index figures was 152 as compared with 129 in June, the accessories figure was 149 as compared with 172 for June, and the maintenance equipment figure was 113 as compared with 159 for June.

Replacement parts shipments in July were the heaviest of any month during the year, the previous peak having been in May, with an index figure of 134.

Members of the M. & A. M. A. reported their plants operating in July at an average of 78% of capacity as compared with an average of 83% for the first six months of the year and 79% at the end of June.

Parts, accessory and maintenance equipment exports for the first half of the year were $3,800,000 in excess of the same period last year, a gain of 23.4%. The greatest gain was made in maintenance equipment, which ran 96% over the first half of 1924, while replacement parts were 20% and accessories 13% ahead.

Automotive equipment wholesalers reported July business in excess of June and also greater than in July 1924 in 12 out of the 17 wholesale districts of the United States and Canada. In 4 districts declines were noted in the wholesale business in July as compared with both June of this year and July 1924, and in one the volume was about the same.

Timken to Manufacture and Sell Oil Burner

THE Timken-Detroit Axle Company has recently signed a contract with the Socony Burner Corporation, a subsidiary of the Standard Oil Company, of New York, by which it gets the exclusive manufacturing and sales rights for the Arrow Oil Burner in all of the continental United States outside of New York State and the New England States. The latter territory is covered directly by the Socony Burner Corporation.

The Arrow Oil Burner is a domestic heating unit designed for use with steam, hot water, vapor or hot air furnaces, and is adaptable to fit any type or residence from the smallest bungalow to the largest apartment house. It is completely automatic in operation, needing only the setting of a thermostat to keep a house at a constantly uniform temperature throughout the winter.

The Timken-Detroit Axle Company has organized a subsidiary company, called the Timken-Detroit Company, with an authorized capital of $1,000,000, which will market the device under the name of the "Timken Arrow Oil Burner." Manufacture of the machines will soon be started in the axle company's plant at Fort and Clark Streets, and in the meantime immediate orders will be filled with burners from Socony's Brooklyn plant For the next few months the sale of the burners will be confined to Detroit and vicinity, and all installations will be made under supervision of engineers from the Socony factory. A training school for installation engineers and service men will be established at the Detroit factory, and as rapidly as men can be trained the distribution of the Timken Arrow Oil Burner will be pushed in other localities.

397,094 July Output of Cars and Trucks

July production of motor vehicles totaled 397,094, a new high record for the month. This compares with 402,848 in June, 1925, and 270,935 in July, 1924. The figures are for the United States and Canada, trucks included. July passenger car output was 357,883 and truck output 39,211, a gain over June for commercial vehicles, when the figure was 38,042.

The total production for the first seven months of the current year, it is shown by the Department of Commerce figures, was 2,570,610.

Reo Reduces Prices

Prices on Reo speed wagons have been reduced.

The new prices are: Speed Wagon with four-cylinder engine, one and a quarter ton capacity, $1,035 and Speed Wagon same capacity but with the six-cylinder engine, $1,185.

During the last five months, Reo according to company officials, has broken all records in its 21 years to both production and sales. The Speed Wagon has also enjoyed an unusual demand so that the company now accounts for more than 125,000 Speed Wagons in active service.

While the number of persons engaged in the petroleum refining industry during 1923 were approximately 8,000 greater than the number engaged in 1921, the value of products in this industry for 1923 was only slightly greater than in 1921, it is shown here in a census of the industry just compiled by the Bureau of the Census, Department of Commerce. The value of products for the petroleum refining industry in 1923 is given at $1,793,700,087 while that of 1921 is given at $1,727,440,157. The number of persons engaged in the industry in 1923 was 82,824 as compared with 74,257 in 1921.

To Stimulate Good Roads Movement

Road Builders' Association Plans National Observance of "Good Roads Week" by Public Schools and Clubs

THE American Road Builders' Association, one of the progenitors of the good roads movement in this country, is formulating plans for a "Good Roads Week" to be observed throughout the nation during the week of January 11, 1926.

It is planned that appropriate exercises be held in the public schools by devoting attention to the effect of good roads upon the progress of the nation. All civic clubs also will be asked to have appropriate exercises for "Good Roads Week." Rural districts will be asked to observe the week by community meetings at which the road requirements of the community will be discussed and plans for future development formulated.

While these good roads exercises and meetings are being held throughout the country the American Road Builders' Association will be holding its annual convention at Chicago, together with an exhibition containing more than 300 carloads of the latest and most improved road building equipment, machinery and materials, where road building officials, engineers and contractors may inspect the exhibits and hear the discussion with the intention of applying the latest methods to their local problems.

W. H. Connell, president of the American Road Builders' Association and engineering executive of the Pennsylvania State Department of Highways, and Charles M. Upham, road builders' convention manager, have announced that the convention program at Chicago will be carried out in two divisions—one dealing with the actual construction of the roads and of especial interest to contractors, and the other dealing with the technical and administrative problems of especial interest to engineers and state, county and city officials.

While "Good Roads Week" is being observed throughout the country it is estimated that 40,000 people will attend the convention and exposition in Chicago. Special reduced railroad fares from all parts of the United States to Chicago will be in effect during that period.

The U. S. Bureau of Public Roads, which is taking the lead in road building activities throughout the country, will take a most prominent part in the convention and exposition at Chicago and will hold a special exhibit appropriate to "Good Roads Week" and the work of the bureau.

The convention and exposition, as well as the "Good Roads Week," will be held for the purpose of informing and educating those interested in road building in the latest methods and equipment for constructing roads successfully and economically. It is expected also to stimulate interest among the people generally.

Chevrolet Co-operative Dealer Advertising Plan

A CO-OPERATIVE advertising campaign in connection with its dealer organization, the first of its kind in the history of the automotive industry, is announced by the Chevrolet Motor Company.

Under the new plan, the company in reality becomes the advertising department of each of its dealers and provides them with an advertising campaign through which it is possible to key local and national advertising making it possible to broadcast a single message in both local and national publications at the same time.

Briefly the plan is as follows: For each car shipped the dealer, the company adds a small amount which is put into the Chevrolet Dealers' Advertising Fund. To this fund, the company adds a substantial amount all of which goes for advertising in the dealer's territory.

Before any advertising is placed or the copy is prepared, the needs of the dealer are analyzed and his choice in the selection of the different media taken into consideration. The dealers are kept in constant touch with the advertising plan and are given advance proofs of all newspaper advertisements.

The problems analyzed and the media selected, the company prepares the advertising campaign, buys the newspaper space, sends out the ads, prepares and purchases the art work and handles all the minor details.

The plan does not apply to the national advertising carried by the company in the various magazines which is paid for by the company. The dealer can if he chooses do additional advertising with the help of the company.

The Globe Manufacturing Co., of Hamilton, Ont., has taken over two bankrupt concerns, the Beaver Truck Co., of Hamilton, and the Monarch Tractor Co., Brantford, Ont. The combined inventory of the plants approximates half a million dollars. Work in both plants will be continued, but on different lines. In the Beaver plant a new truck, known as the Globe truck model 43, will be assembled. All parts will be purchased and no manufacturing will be done. In the Brantford plant, where tractors have been made, automobile radiators will be manufactured. The company has Canadian rights for two types of radiators.

Graham Ships 10,800 Trucks First Half

Official figures have been released showing that 10,800 Graham Bros. trucks were shipped in the first half of 1925. This equals the entire 1924 output. This company's daily truck production is 40 per cent higher at present than in January, and, according to factory officials, is being further increased to supply the demand.

Retail deliveries in June and July held up the record deliveries established in March and April. The 1922 sales of these trucks exceeded the 1921 sales by 154 per cent; the 1923 sales were 105 per cent greater than those in 1922, and 1924 forged ahead of 1923 by 54 per cent.

Narrower Bus Bodies for Southern States

The stumbling block to a nationally standard bus body is a restriction in certain of the states to an outside width of not more than 84 inches. Four of the 12 Southern States do not have any size restricting laws; Virginia and West Virginia allow a width of 96 inches; the District of Columbia, South Carolina and Maryland put the limit at 90 inches; North Carolina's law limits width to 86 inches, and those of Florida and Louisiana limit width to 84 inches. The outside cap of the underslung gas tank must be not more than 42 inches from center of chassis.

In order to conform to these laws of the last two mentioned states, the Mack parlor car buses destined for this territory have been cut down from 90 to 84 inches. This reduction brought about the loss of one entire row of seats, reducing the passenger capacity to 21 instead of 25 persons, otherwise the parlor car remains unchanged. The E. J. Thompson Co., of Pittsburgh, is building the bodies on these buses, known as "Dixie Specials."

Goodyear to Construct Addition to Cost $750,000

Goodyear Tire & Rubber Co. joined this week the ranks of Akron rubber companies which have under way or contemplate the erection of new buildings to take care of increased business.

Officials of the company announce that construction of a new factory building, five stories high, will be started soon at an estimated cost of $750,000. The building will contain 198,580 square feet of floor space.

U. S. Department of Commerce Production Figures
(Number of Machines)

	Passenger Cars			Trucks		
	1923	1924	1925	1923	1924	1925
January	228,872	293,824	212,909	20,569	30,741	28,099
February	260,336	343,460	252,785	23,352	32,910	34,334
March	327,059	357,045	332,108	36,737	36,444	45,012
April	351,649	346,405	391,301	39,759	37,948	47,664
May	358,685	286,324	382,714	45,829	35,314	43,223
June	344,026	225,079	364,806	42,568	29,067	37,890
July	303,544	244,544	357,883	31,830	26,391	39,938
August	318,888	255,232	.....	32,311	28,647	.....
September	302,352	263,528	.....	29,721	31,960	.....
October	338,485	260,881	.....	31,612	32,475	.....
November	288,813	204,343	.....	29,255	27,905	.....
December	279,864	182,099	.....	28,990	27,542	.....
Total	3,702,569	3,262,764	.....	392,533	377,344	.....

Fourteenth Annual Safety Congress

THE program for the fourteenth annual safety congress, which will be held at Cleveland from Sept. 28th to Oct. 2nd presents more than one subject that should be of interest to men in this industry. Indeed, when it is considered that there are to be 450 addresses delivered at 87 sessions, it would be difficult to name any industry whose factors will not find something pertinent to their own particular line at this coming convention.

There are many companies in the automotive industry that have made splendid accident prevention records. All of these firms are unanimous in declaring that much of their successful work has been due to the information obtained at previous safety congresses.

While educational programs and safety devices will reduce accidents and those two preventives are the big considerations to be presented at the Cleveland Congress, intelligent safety work is more complex than it appears to be. That is why a great gathering is held every year. At this coming convention men from every industry will tell their competitors freely and frankly how they have reduced accidents in their plants, their workshops and their factories.

Black & Decker Announces Price Reductions

The Black & Decker Manufacturing Company have announced a substantial price reduction on Black & Decker Nos. 8 and 81 Portable Electric Drills.

The No. 8 Drill which previously listed for $205 for 110 volts and $200 for 220 or 250 volts has been reduced to $175 for any voltage. The No. 81 has likewise been reduced so that the price for any voltage is now $195. A reversing switch for either of the above units is furnished at an additional cost of $20. The prices on all other Black & Decker tools remain unchanged.

Hannum Absorbs Lavine Gear

Actual production within ninety days, of the Hannum steering gear, is announced by George H. Hannum, president and general manager of the newly reorganized Hannum Manufacturing Company, of Milwaukee. This company has taken over the property of the Lavine Gear Company to service all former products of the Lavine Gear Company. The factory and machinery are being rearranged for the production of the Hannum gear, a gear especially designed to take care of the additional demands of balloon tires upon the steering assembly.

The officers of the new organization are as follows: George H. Hannum, president and general manager; T. R. Johnson, vice-president and sales manager; Herman Uihlein, chairman of the board; Arthur Westfall, secretary and treasurer; Arthur Groth, assistant secretary and treasurer. The first four named above, together with Walter Malotte, form the board of directors.

Fageol, Hall-Scott, Purchased by American Car and Brill

(By Special Correspondence)

A TEN-MILLION dollar corporation, with manufacturing plants for motor buses, trucks and engines at five widely-separated cities, is to be the result of the recent purchase of the Hall-Scott Motors, Inc., of Berkeley, California, and the virtually concluded negotiations for the purchase of the Fageol Motors Company, of Oakland, California, by the American Car and Foundry Company of New York and the J. G. Brill Company, of Philadelphia.

According to what amounts to an official announcement of the large combination, the plant of Hall-Scott Motors, Inc., at Berkeley, California, is to be enlarged, and devoted to the production of engines for Fageol buses. The plant of the Fageol Motors Company, at Oakland, and the similar plant at Kent, Ohio, are to be enlarged and will continue the production of chassis and bodies for these buses, and for the five capacities of motor trucks now built by Fageol. Bodies for special types of buses on Fageol chassis and equipped with Fageol motors, as well as types of trucks for special purposes, motor vehicles for use on railway rails, and tramway buses, will be built, in part at least, at the plants of the American Car and Foundry Company, in New York, and of the Brill interests in Philadelphia.

It is reported that the capitalization of the new corporation will be $10,000,000, and its plant assets will total about $6,000,000 more. It is understood as part of the deal that neither the Fageol nor the Hall-Scott companies are to lose their identities, and their names will be preserved as now. The new corporation will be a subsidiary of the American Car and Foundry Company and the J. G. Brill Company, and will consist, primarily, of the plants and assets of the Fageol Motors Company and Hall-Scott Motors, Inc.

Negotiations for both purchases were carried on for the Brill and American Car interests by S. M. Curwen; for Hall-Scott, Inc., by Col. A. V. Hall, and for the Fageol Motors Company by S. H. Bill. It is understood that the price paid for Hall-Scott Motors, Inc., was $5,000,000, of which $4,500,000 was for plant and patents, and $500,000 for good-will. The price agreed upon between Mr. Curwen and the directors of the Fageol Motors Company is placed at present appraised value, not yet determined, plus net current assets, and $500,000 for good-will.

The purchase of Hall-Scott Motors, Inc., has been completed, but the agreement between the directors of the Fageol company and the Brill and American Car interests is dependent on two factors, first the ratification of the deal by a two-thirds vote of the Fageol stockholders, and, second, completion of an appraisal of the Fageol properties by an auditing company of San Francisco, for the purpose of definitely determining an unbiased valuation of the property. Bankers and others in a position to know are of the opinion that the price ultimately paid for the Fageol interests will be approximately $5,000,000, possibly somewhat less.

Marquette Purchases Wood-Imes

The Marquette Manufacturing Co. has purchased the assets, business, patents, trade-marks, etc. of the Wood-Imes Manufacturing Co., Minneapolis, which manufactured a complete line of garage equipment.

The Wood-Imes line will be made part of the Marquette line and sold by the Marquette Mfg. Co.'s salesmen. This purchase does not change nor affect the officers nor management of the Marquette Manufacturing Co. Both plants will continue to operate. The regular Marquette line of accessories will be made at the Saint Paul plant, and the garage equipment line will be made in the Minneapolis plant.

The executive offices will, however, be in Saint Paul and all future correspondence relating to either line should be addressed to the Marquette Manufacturing Co., Saint Paul, Minn.

D. & M. R. R. to Operate Trucks

Permission to operate motor vehicles on the highways has been granted the Detroit and Mackinac Railway, this being the first railroad in the state to receive such permission. The permit covers the operation of a freight line between Alpena, Rogers City and Onaway. The Detroit and Mackinac is strictly an intra-state system, being an old logging system which has been operating under financial difficulties for some time.

The Electric Storage Battery Co., of Philadelphia, has purchased a tract of land in San Francisco, Cal., on which a building will be erected to cost approximately $200,000, according to announcement by George R. Murphy, in charge of the Pacific Coast division of the Exide interests since 1900. The plant is to be of two stories.

SEES FEWER TRAIN STOPS WITH BUSES

J. L. Lancaster of Dallas, president of the Texas & Pacific Railroad, believes that buses and motor trucks are here to stay.

Luxurious parlor cars are being made for transporting passengers over the highway and powerful trucks for freight hauls.

"The buses, by eliminating the distance factor, also will enable the railroads to start the movement which today has not been begun, that is, making stations more infrequent. There is no reason for having a depot every two and one-half to five miles, for ten miles is only a little farther away by automobile. The railroads, by taking out stations, will save the cost of maintenance, which is fixed in busy and dull periods alike, and obviate the cost of trains stopping so frequently."

N. S. P. A. Convention and Exhibition Nov. 5 to 7

THE Show Committee of the National Standard Parts Association held another meeting Tuesday, August 18. Detailed arrangements for the convention and exhibition to be held by the association next November were drawn up. The convention and exhibition will be held at the Hotel Sherman, Chicago, Ill., the convention on November 5, 6 and 7, the exhibition on November 5, 6, 7 and 8.

Convention meetings will be held in the Louis XIV room of the Hotel Sherman and registration will open on Wednesday, November 4, at 5.00 p. m. There will be an open session on Thursday afternoon, first business session on Friday morning, a divisional meeting Friday afternoon and a second business session Saturday morning. The banquet will be held in the same room on Saturday, November 7 at 7.00 p. m. Speakers of national repute will talk to the delegates. Their names will be announced later.

Attendance at the first session will be open to delegates, alternates and guests. The remaining sessions will be to delegates and alternates only.

The exhibition of products will be held in the new Exhibition Hall of the Hotel Sherman. Manufacturer members of the association, non-member manufacturers by special invitation and trade publications will be eligible to exhibit. The exhibition will be open from 9.00 a. m. to 10.00 p. m. on Thursday and Friday; from 9.00 to 6.00 p. m. Saturday; and from 12.00 noon until 5.00 p. m. Sunday

Arrangements for this exhibition are unexcelled. The new hall of the Hotel Sherman was built for precisely such functions as these and provides a beautiful and spacious setting for the exhibits, at the same time that every conceivable facility for the convenience of the exhibitors and of attending delegates has been provided. Floor space is over 8000 sq. ft.

This is the first real exhibition of replacement parts and garage equipment and tools which has ever been undertaken, and every effort is being made by the Show Committee of the N. S. P. A. to make it a success of the first order.

Entire management of the show is vested in the Show Committee, the personnel of which was published in our August issue.

J. G. Winterfeldt of the Well-Ever Chicago Sales Company has been appointed show manager to act for the committee.

AC Changes Designation

Along with the announcement of an improved design and assembly method, the AC Spark Plug Company of Flint makes it known that henceforth AC plugs will have a single letter for the identification of each type, so that the car owner will have only a single letter to remember and look for upon the box. The new designations run through the alphabet from A to W, each letter identifying a plug which may be standard equipment on a number of cars.

Manufacturers and Distributors of Motor Truck Equipment Organize

Equipment for Motor Trucks, Inc., is the name of a new organization formed to promote a better understanding and fellowship among the manufacturers and distributors of equipment for motor trucks and to devise ways and means of developing, standardizing and promoting, the best interests of this infant indutry.

All manufacturers and distributors of motor truck equipment are eligible to membership. M. H. McKenna of the McKenna Co., 38th and Perkins Ave., Cleveland, Ohio, is chairman of the Membership Committee.

The officers and directors are as follows: President, W. R. Couch, Interboro Hoist & Body Corp., Borden Ave. & Van Dam St., Long Island City, N. Y.; 1st vice-president, E. R. Boeck, Truck Equipment Co., Inc., 1791 Fillmore Ave., Buffalo, N. Y.; 2nd vice-president, C. J. Mullins, Mullins Body & Tank Co., 47th and Rogers St., Milwaukee, Wis.; treasurer, A. G. Messick, Superior Body Corp., Marion, Ind.; secretary, G. M. Bunn, Truck Equipment Co., 1791 Fillmore Ave., Buffalo, N. Y.; directors, D. O. Williams, Truck Engineering Co., 1801 E. 37th St., Cleveland, Ohio, M. H. McKenna, A. G. Messick, W. R. Couch and E. R. Boeck.

Marlin-Rockwell Corp. Acquires Strom Co.

Reports that the Marlin-Rockwell Corp. had purchased the plant, property and good will of the Strom Ball Bearing Mfg. Co., have been confirmed. The business of the latter company will be conducted exactly as heretofore, under the direction of the same personnel and department heads. There will be no change in policy and the same lines of bearings under the Strom trade name will be continued.

Motorbloc is Bought by Ford Chain Block Company

Through a recent purchase, the Ford Chain Block Co., Philadelphia, Pa., acquires all patents, designs, and equipment for the manufacture of the Motorbloc—an electrically operated chain hoist which has been manufactured for several years by the Motorbloc Corporation, also of Philadelphia.

Effective September 1st, all Motorblocs will be built in the plant of the Ford Chain Block Co., and sold as a Ford product.

The Motorbloc is a compact, readily portable, electrically operated Chain Hoist. Through its acquisition the Ford Company is prepared to offer a complete line of chain hoists in both hand and motor operated types in a wide range of capacities.

Since the gas tax went into effect in Michigan six months ago $4,378,150 has been collected: During that time the refunds have amounted to $242,677. This is about half of the yearly revenue which state officials estimate would accrue from this source.

Personal Items

R. A. Anderson, formerly with the Federal Truck Co., has recently become advertsiing manager of the Standard Motor Truck Co. of Detroit, succeeding W. R. Howell.

Robert J. Anderson now heads the metals division of the Kant-Shore Piston Company. He was formerly metallurgical engineer of the United States Bureau of Mines.

A. J. Banta, formerly Locomobile branch manager in Chicago and with Maxwell, Chalmers and sales manager for Rickenbacker has recently been appointed assistant general manager of the General Motors Truck Co., Pontiac, Mich.

Enoch J. Bartlett was elected president and general manager of the Baker R. & L. Co. Mr. Bartlett was vice-president and general manager of the company for several years and now succeeds **F. W. Treadway** who becomes chairman of the board.

M. W. Bartlett was re-elected president and general manager of the Splitdorf Electrical Company, electrical ignition and radio manufacturers, Newark, N. J. **C. F. Splitdorf** remains vice-president and **H. P. Ingels** continues as chairman of the board. Other members of the board include **E. H. Schwab, George B. Alvord, C. E. Roraback** and **Joseph Remick. E. A. Kelley** is secretary and treasurer.

R. S. Beane has been announced as district manager for the southeastern states for the Swan Carburetor Company, of Cleveland, Ohio. His headquarters will be in Atlanta, Ga.

Stanley Bowles has been appointed sales manager of the A. C. Manufacturing Company, manufacturers of rear wheel brakes for Ford cars and trucks. He was formerly sales manager of the Bilger Motor Co.

W. B. Brodt is now associated with the American Autoparts Co. as sales engineer. Mr. Brodt was formerly sales manager with the Budd Wheel Company and prior to that chief engineer of the company to which he is returning.

Orville Coppock has been made general sales manager of the Standard Motor Truck Co.

E. W. Cooper, formerly in charge of sales of Firestone Steel Products Company, is now a member of the sales force of the Indestructible Wheel Company, Lebanon, Indiana, manufacturers of indestructible Dual Type Disk wheels for motor trucks.

R. S. Davey, who has been connected with the American Bosch Magneto Corp. for a number of years, replaces **D. W. Sherin,** recently resigned as advertising manager of this company.

L. L. Barnholt has been appointed New York Branch Manager by the India Tire & Rubber Company of Akron, O. Barnholt has served in the New York territory for several years as assistant branch manager.

R. C. Freitag, formerly assistant general sales manager of the Ever-ready Hosiery Co., of Milwaukee, has been made sales promotion manager of the Kissel Motor Car Co. of Hartford, Wis.

Andrew Graf has been appointed chief engineer of the United States Motor Truck Company, of Cincinnati. He succeeds E. C. Shumard, who has been with the company for many years.

Alexander Johnston, well known automotive writer, has been appointed editor of the Automotive Daily News, which is published by the Automotive Daily News Publishing Corp., New York City.

Malcolm McCormick has been appointed sales manager of the Milwaukee Motor Products, Inc. He will have charge of the marketing of the Milwaukee Timer.

C. Curtis Main has joined the executive staff of Doyle, Kitchen & McCormick, Inc., advertising agents at 2 West 45th St., New York City. He was formerly sales representative in the southern territory of the Curtis Pneumatic Machinery Company.

A. M. Pearson has recently been appointed president of the Bethlehem Motors Corporation of New York, with factory and general offices at Allentown, Pa. Mr. Pearson's connection with the industry dates back to 1908 when he started with Packard in Philadelphia. He brings to the Bethlehem Company an accumulation of years of experience in merchandising and development work.

L. A. Poundstone, formerly with the Service Motor Truck and Autocar Companies has been named eastern division sales manager for western New York, western Pennsylvania and a part of West Virginia of the United States Motor Co., Cincinnati. **Bert E. Handel,** formerly with the Gary Company, has been appointed as division sales manager for Illinois and Indiana. **C. H. Gierhart,** formerly with the Gramm Bernstein Company, has been appointed division sales manager for a part of West Virginia and eastern Kentucky and southern Ohio territory.

J. D. Tew, who has been in charge of Goodrich tire production since 1918, has been appointed assistant works manager of the B. F. Goodrich Company. This position was temporarily filled by President **B. G. Work** since the resignation of H. K. Raymond, who was vice-president in charge of production. Mr. Tew will function directly under Mr. Work.

A. J. Thomas who for six years has been in the service sales department at the Akron plant of the Miller Rubber Co., has been transferred to the truck tires department at the Columbus, Ohio, branch.

G. O. Truxell, proprietor of the Truxell Sales Co., 413-15 N. Washington Avenue, Lansing, has been named distributor for the Pierce-Arrow in Lansing and the surrounding territory. It is the first time that the Pierce-Arrow line has been represented in this territory. Mr. Truxell also will continue to handle both the Willys-Knight and the Overland lines.

Harold S. Weir has been appointed assistant general sales manager of the Olds Motor Works. Mr. Weir was formerly a branch manager for the Chevrolet Motor Company. **Leon D. G. Dodge,** his predecessor, has been placed in charge of the new Oldsmobile wholesale branch in New York City.

Delegates From 104 Countries Invited to World Motor Transport Congress

Ten thousand invitations to 104 different countries have been issued this week to delegates to the Second World Motor Transport Congress, New York, January 11-13, 1926.

The event is sponsored by the National Automobile Chamber of Commerce and will be held at the time of the National Automobile Show in New York.

In addition to attending the meetings, the delegates will be given an opportunity to visit automobile factories, study traffic control methods in various cities, attend transport lectures at universities, and inspect motor bus operation.

Federal motor taxes collected in the fiscal year 1924 were $158,000,000 or $4,000,000 more than the budget of the State of New York.

Commercial Car Specifications—Corrected Monthly

Commercial Car Specifications—Corrected Monthly

The Specifications, Chassis Prices, Etc., Are Corrected Each Month From Data Supplied Direct by the Makers. Gasoline Tractor-Trucks Will be Found at the End of Gasoline Commercial Cars

Those Chassis Which Are Sold and Recommended for Passenger Transportation Are Designated in the Following Table by Reference Sign (§) in Front of the Name

For Specially Designed Motor Bus Chassis See Pages 44 and 45 See Table for Replacement Data. Truck Frame Dimensions Are Included in Same Table

(Where prices are not given it is because we have been unable to get them from authoritative sources)

For full name and address of manufacturer and information regarding complete line see page 42

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size §§ Front (inches)	General: Tire Size §§ Rear (inches)	Engine: Make and Model	Engine: Bore and Stroke (inches)	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1000 Pounds																																	
Chevrolet Sup. Com. Ch	425	103	30x3½*	30x3½*	Own	3 11/16x4	21.7	H	PS	Non	Har	Car	V	Rem	Rem	Own	P	Own Sup	U	3	Own	Own Sup	S	½	3.81	12.7	A	Own Sup	S.S	Own	Hay	Jax	1500
Overland..91	395	100	30x3½*	30x3½*	Own 91	3½x4	19.6	L	PC	Non	Own	Til	G	A-L	A-L	B&B	P	Own 91	U	3	Own	Own 91	B	½	4.50	17.6	A	Own 91	Own	Own	Hay	Hay	1472
Star	425	102	30x3½	30x3½	Con	3⅜x4¼	18.2	L	PC	Non	Fed	Til	G	A-L	A-L	Own	D	Own	A	3	Spi	Own	...	½	4.87	16.16	A	Own SE	Own	Own	Hay	Hay	1465
1500 Pounds																																	
Dodge Brothers	730	116	32x4*	32x4*	Own	3 7/16x4½	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	Own	D	Own	U	3	Own	Own	S	½	4.54	18.9	A	Own	Own	Own	Kel	Kel	2167
Larrabee A1	....	133	29x4½*	29x4½*	Con	3⅛x4¼	23.4	...	PC	Non	....	....	G	Bos	Bos	B-L	...	B-L	U	3	.....	Sal	...	½	5.10	.....	...	Sal	.....	.....	.....	.....	2730
Rainier...R-31	1970	125	35x5*	35x5*	Con N	3¾x5	22.5	L	PS	Non	Har	Zen	V	Eis	Non	B-L	D	B-L 30	U	3	Har	Tim 6258	W	½	6.75	22.5	A	Tim 1250	Per	Lav	Jon	Fir	2500
White 15	2150	133½	34x5*	34x5*	Own GK	3¾x5 1/16	22.5	L	SP	Non	Own	Zen	G	.....	.....	Own	D	Own 15	A	4	Spi	Own 15	S	½	4.67	20.2	A	Own 15	.....	Own	Hoo	Fir	3225
White 15-45	2950	143½	34x5*	34x5*	Own GR	4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	.....	Own	D	Own	U	4	Spi	Own	S	½	5.36	26.7	A	Own	.....	Own	Hoo	Fir	3575
Yellow Cab Mod T3	1295	109	29x4½*	29x4½*	Con V-7	3¾x5	22.5	L	PS	Non	Lon	Zen	G	Bos	N-E	B-L	D	B-L 30Y	U	3	Spi	Tim 5331	B	½	4.90	16.3	B	Tim 1341 Dey	Mar	Gem	Mot	Fir	2500
1 Ton																																	
Acme Flyer	....	130	30x5*	30x5*	Con S4	4¼x4½	28.9	L	FP	Non	Per	Zen	V	A-L	A-L	B-L	D	B-L31	U	3	Blo	Col 52000	S	F	5.10	24.4	A	Col 5000S	Det	Ros	Smi	Fir	3000
Autocar F	....	97	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	.....	Own	P	Own F	A	3	Spi	Own F	R	F	8 30	33.2	A	Own F	Del	Ros	Hoo	.....	3800
Autocar G	....	120	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	.....	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	...	3900
Available L-1	....	133	33x5*	33x5*	Her O	4 x5	25.6	L	PC	Non	Chi	Zen	G	Bos	Bos	B-L	D	B-L 30	U	3	Spi	Cla B307	B	½	5.6	23.4	A	Shu 5504	Tut	Ros	Bim	Fir	3100
Bessemer G	1550	124	35x5*	35x5*	Con N	3¾x5	19.6	L	PS	Non	Stn	Str	G	Bij	Bos	Ful	D	Ful SU–1	U	3	Blo	Tor Int	I	D	7.00	28.0	A	She 350	Per	Ros	Sch	Fir	3000
§Bethlehem KN	1595	125	33x5*	33x5*	Own KN	3½x5	19.6	L	FP	Non	Bus	Zen	V	Bos	G&D	B&B	P	Ful SU	U	3	Spi	Eat 1000	B	½	6.86	27.4	...	Eat 750	Mat	Ros	Van	Fir	2880
Betz J-3	1850	140	34x5*	34x5*	Own J-3	3¾x5 1/16	22.3	L	...	Non	Chi	Zen	G	Bos	Bos	B-L	D	B-L 30	U	3	Pet	Tim 6352	W	½	.....	.....	A	Tim 1250	Mar	Ros	.....	Fir	3150
Biederman	....	138	34x5	34x5	Con 8R–6	3⅜x4½	27.3	L	PC	Han	Own	Zen	G	Del	A-L	B-L	D	B-L 31	U	3	Spi	Cla	B	½	5.5	27.	A	Shu	Mat	Ros	Cla	Fir	3200
Casco A	1700	130	34x5*	34x5*	Bud WTU	3¾x5 1/16	22.5	L	PC	Non	G&O	Zen	V	Bos	Bos	Ful	D	Ful SUI	U	3	Spi	Col 5200	S	¾	5.85	23.4	A	Col 5000	Per	Woh	Arc	Fir	3200
§Chevrolet Sup	550	120	31x4	34x4½*	Own Sup	3 11/16	21.7	H	PS	Non	Har	Car	V	Rem	Rem	Own	P	Own Sup	U	3	Own	Own Sup	S	½	6.33	21.0	A	Own Sup	S S	Own	Hav	Jax	1900
Chicago	....	132	30x5*	30x5*	Her OX	4 x5	25.6	L	PC	Non	Chi	Zen	G	Apo	A-L	B-L	D	B-L 31	U	3	Pic	Cla B307	B	½	5.66	.....	A	Tim 1250	Mat	Ros	StM	Fir	3240
§Diamond T75	....	130	30x5*	30x5*	Her OX	4 x5	25.6	L	PC	Non	G&O	Zen	G	Apo	A-L†	Cov	D	Cov JUC	A	3	Spi	Col 5300S	B	¾	5.12	18.6	A	Col 5306	Mat	Gem	StM	Fir	2825
Dorris K-2	2490	Opt	33x5*	33x5*	Own	4 x5½	25.6	H	PS	Non	Mod	Str	V	Bos	Wes	Own	D	W-G	U	3	Spi	Tim 5512	B	½	4.23	15.6	A	Tim 1250	Row	Ros	Mun	.....	2000
Duplex G	....	132	33x5*	33x5*	Bud WTU	3¾x5 1/16	22.5	L	PC	Non	Mod	Zen	V	Wes	Wes	B-L	D	B-L	U	3	Pet	Tim	B	½	5.50	22.0	A	Tim 1250	Pen	Ros	Mot	Fir	3300
Federal Knight	1095	124	32x4½	32x4½	Kni	3⅝x4½	21.0	S	PC	Non	Own	Zen	G	Eis	A-L	B&B	P	Own	U	3	U-M	Tim 5310	B	½	6.11	22.3	A	Own	Mat	Gem	Mot	Fir	2400
§Ford T	365	123	30x3½*	30x5	Own T.T.	3¾x4	22.5	L	SP	Non	Own	Own	G	Own	Own	Own	D	Own TT	U	2	Own	Own TT	W	½	Opt	19.9	B	Own TT	Own	Own	Own	Own	1572
§Garford 15	....	132	34x5*	34x5*	.....	3 5/16x5 1/16	21.0	L	PC	Non	....	....	G	.....	.....	.....	P	Own 15	U	3	.....	.....	W	½	6.50	.....	A	Own 15	.....	.....	.....	.....	3500
§Gary Express	1590	132	35x5	35x5	Bud WTU	3¾x5 1/16	22.5	L	PC	....	Chi	Str	V	Eis	Rem	Ful	D	Ful TU¾	U	3	Blo	Tim 5511	W	½	5.50	24.7	A	Tim 1250	Det	Ros	Pru	Gdy	3200
§GMC K-17	....	136	34x5*	34x5*	Own K-17	3 5/16x6	20.3	L	FP	Own	McC	Mar	G	Eis	Rem	Own	D	Own K-17	U	3	U-M	Own K-17	B	¾	6.1	21.9	E	Own K-17	Own	Own	Kel	.....	3463
Gotfredson 20 B	....	131	33x5*	33x5*	Bud WTU	3¾x5 1/16	22.5	L	PC	Non	McC	Zen	V	Rem	Rem	B&B	P	B-L 20	U	3	Spi	Cla-B307	B	½	5.00	15.0	B	Sal 1546-E	Det	Gem	Van	Fir	3300
§Graham Bros. BB	1095	130	33x5	33x5*	Dodge	3 7/16x4½	24.0	L	PS	Non	McC	Ste	V	N-E	N-E	Dod	D	Dod	U	3	U-P	Own	S	¾	5.10	21.3	A	Dod	Det	Dod	StM	Fir	2630
Gramm-Bern.10	....	129	33x5*	33x5*	Lyc CT	3¾x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	Mun	D	Mun AS11T23N	U	3	Pic	Sal 1483	B	¾	5.85	23.4	B	Sal 1453	Per	Ros	Ind	Fir	2370
Gramm-Kincaid 233N	....	133°	30x5*	30x5*	Lyc CT	3¾x5	22.5	L	FP	Non	Own	Zen	G	A-L	A-L	Mun	D	Mun T23	U	3	Thei	Eat 1002	B	½	5.33	21.3	B	Col 5300	Mat	Ros	.....	Fir	3485
Gramm-Kincaid 263N	....	133°	30x5*	30x5*	Con 8R	3⅜x4½	27.3	L	FP	Non	Own	Zen	G	A-L	A-L	Mun	D	Mun T23	U	3	Thei	Eat 1002	B	½	5.33	21.3	B	Col 5300	Mat	Ros	.....	Fir	3585
Grass Premier 40	1550	130	30x5	30x5	Lyc CT	3¾x5	22.6	L	PC	Non	Chi	Str	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Cla B366	S	½	5.1	21.2	B	Con	Det	Ros	Van	Fir	2370
Hug TA	1400	118	34x5	36x6	Bud WTU	3¾x5 1/16	22.5	L	PC	Non	Per	Zen	V	Bos	Non	Ful	D	Ful	U	3	Blo	Cla	R	½	6.28	25.12	A	Col	Tut	Ros	Std	Fir	2690
Indiana 11	....	129°	34x5*	34x5*	Her OX	4 x5	25 6	L	PC	Non	McC	Str	G	A-L	A-L	B&B	P	B-L 31	U	3	Spi	Cla 307	S	½	5.66	22.6	A	Sal D	She	Ros	Bim	Fir	3300
Internt'l "S"	....	124	32x4½*	32x4½*	Lyc-Spec	3½x5	19.6	L	PC	Non	Lon	Zen	G	Rem	Rem	Lon	D	Own	U	3	M.M	Eat	B	D	5.66	21.5	A	Eat	.....	CAS	Opt	.....	2750
Kenworth OS	2150	131	30x5	30x5	Bud WTU	3¾x5 1/16	22.5	L	PC	Non	Own	Str	V	Rem	Rem	B-L	D	B-L 31	U	3	Spi	She W 1002	W	½	6.00	28.8	A	She 33FA500	Lah	Ros	Smi	Fir	4100
King-Zeitler	2050	134°	34x4‡	34x5‡	Con S4	4¼x4½	28.9	L	FP	Non	Chi	Str	G	Eis	Bos‡	B-L	D	B-L 31	U	3	Pic	Tim 6258	W	½	6.75	32.4	A	Tim 1460	Mar	Gem	StM	Fir	3750
Kissel	1585	140	34x5*	34x5*	Own	3 7/16x5½	24.1	L	SP	Non	McC	Str	V	Rem	Rem	W-G	D	W-G T38L	U	3	Spi	Tim 6258	W	..	6 2	22 8	A	Tim 1452	Mat	Jac	Std	Sch	3780
Kleiber	....	130	34x4	34x6	Con J4	3¾x5	22.5	L	FP	Non	R-T	Str	V	Bos	Non	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	½	6.75	.....	A	Tim	Bet	Ros	Smi	Fir	....
LeMoon GP-1	....	151	34x5*	34x5*	Con S4	4¼x4½	28.9	L	FP	Non	Chi	Str	G	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Cla B307	B	½	5.6	.....	A	Tim 1250	Tut	Ros	StM	.....	2700
Luedinghaus	....	130	34x4½*	34x4½*	Wau X	3½x4½	19.6	L	PC	Non	Own	Zen	G	Spl	Dyn	B&B	P	D-G D-Y	U	3	.....	Wis 800G	W	½	.....	.....	A	Col 5000	....	Lav	.....	Fir	2850
§Menominee	....	132	35x5*	35x5*	Wis 8U	4 x5	25.6	H	PC	Non	Per	Zen	G	Eis	Bos	B-L	D	B-L 31	U	3	Blo	Col	S	½	4.58	18.3	A	Col	Per	Lav	Std	Fir	2925
Moreland R-R	1875	130	30x5	30x5*	Her OBX	4 x5	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	B-L	D	B-L 31	U	3	Pet	Tim 5518	B	½	4.63	22.2	A	Tim 1250	U-S	Ros	....	Fir	3335
Moreland RC	2280	180	32x6*	32x6*	Her OBX	4 x5	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	B-L	D	B-L 30	U	3	Pet	Tim 5512	B	½	5.37	22.0	A	Tim 1250	U-S	Ros	Own	Gdy	3850
§Nash 2018	1595	130	34x4‡	34x5‡	Own 4	3¾x5¼	22.5	L	F	Sim	Lon	Str	G	Eis	A-L	B&B	P	D-G C	U	3	Own	Cla 1-D	I	D	6.80	21.8	D	Own 2018	Har	Lav	A-W	.....	3400
Noble A-76	1775	143	30x5	32x6	Bud WTU	3¾x5 1/16	22.5	L	PC	Non	Chi	Zen	V	Spl	Bos	Ful	D	Ful LTU4	U	3	Blo	Cla B-360	B	½	6.28	25.1	B	Shu 310	Tut	Ros	Bim	Fir	3400
O. K. O	1575	131	33x5*	33x5*	Bud WTU	3¾x5 1/16	22.5	L	PC	Non	Own	Zen	V	Eis	Dyn	Ful	D	Ful LTU	U	3	Har	Tim 6250	W	½	6.75	.....	A	Tim 1250	Tut	Ros	Mot	Fir	3250
Ogden A2	....	125	34x5*	34x5*	Con N	3¾x5	22.5	L	PS	Non	Chi	Zen	V	Eis	Rem	B-L	D	B-L 30	U	3	Pic	Tim 6258	W	½	5.60	18.6	A	Tim 1250	Tut	Ros	Bim	Gdy	3100

For full name and address of manufacturer and information regarding complete line see page 42

Trade Name and Model	General				Engine								Electrical System		Clutch		Gearset			Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size §§ Front (inches)	Tire Size §§ Rear (inches)	Make and Model	Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System Carburetor (Make)	Fuel System Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Make	Type	Make and Model	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low						
1 Ton—con'd																															
Penn	780	122	30x3½*	32x4½*	Overland	3½x4	19.6	L		Non	Own	Til	G	A-L	A-L	B&B	P	Own	U	3	Own	She	W	½	5.50	20.0	A	Own	Own	Own	Sch	Fir	2175
Rainier R-29	2150	133	35x5*	35x5*	Con N	3¾x5	22.5	L	PS	Mon	Har	Zen	V	Eis	Bos‡	B-L	D	B-L 30	U	3	Spi	Tim 6258	W		6.75	22.5	A	Tim 1250	Per	Lav	Jon	....	2700
Ruggles 16	....	122	30x5	30x5	Lyc CT	3¾x5	22.5	L	PC	Non	Per	Zen	G	Rem	Rem	B-L	D	B-L	U	3	Spi	Col 30000	B	¾	4.7	15.7	A	Col 3000	Det	Lav	Nor	Fir	2200
Sandow G	....	120	32x6	32x6	Bud WTU	3¾x5	22.5	L	PS	Non	Chi	Str	G	Eis	Non	Ful	D	Ful TU¾	U	3	Spi	Cla	W		5.5	23.4	A	Shu 310	..	Ros	Opt	Fir	3000
Sandow GV	....	130	32x6	32x6	Her OX	4 x5	25.6	L	PC	Non	Own	Str	G	Bos	A-L	Ful	P	Ful TU¾	U	3	Spi	Cla	S	½	5.5	15.6	A	Shu 310	Mar	Lav	Dis	Fir	3000
Sanford W-612	....	151	30x5	30x5	Con8-R-6	3⅝x4½	27.3	L	PC	Non	R-T	Str	G	Con	Dyn	Ful	D	Ful	U	3	Spi	Eat	B	½	5.3	21.2	A	Eat	She	Ros	Van	Gdy	2960
Schacht	....	132	30x5*	30x5*	Wis SU	4 x5	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	D	Ful GU-7	U	4	Blo	Wis 41D	R	½	6.00	28.8	A	Shu 510	She	Ros	..	....	3755
Service 25F	....	132	30x5*	30x5*	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Own	Zen	V	Rem	Rem	B&B	P	B-L 30	U	3	M-E	Eat 1500	B	½	5.62	23.0	A	Shu 310	She	Ros	Smi	Fir	3675
Sterling DW-8	....	142	32x6	32x6	Own V	4 x5	25.6	L	PC	....	Own	Zen	V	Eis	....	B-L	D	B-L 31	U	3	Spi	Tim 6258	W	½	5.8	27.8	..	Tim 1250	Mat	Ros	....	....	4200
Stewart 16	1195	130	34x4½*	34x4½*	Lyc CT	3¾x5	22.5	L	FP	Non	Own	Zen	G	Rem	Rem‡	Ful	D	Ful SU-1	U	3	Spi	Cla B-365	B	¾	5.10	24.0	A	Col3008	Det	Gem	Ind	Fir	2700
United 15	....	125	32x4½	32x4½	Own	3½x5	19.6	L	PC	Non	Per	Zen	G	A-L	A-L	B-L	D	B-L	U	3	Blo	Col 30000	..	¾	5.1	....	A	Col 3000	Det	Lav	....	Fir	..
Wachusett S	2400	152	34x5	34x5	Con 8R	3⅜x4½	27.3	L	PC	Non	G&O	Zen	V	Bos	Bos	B-L	D	B-L 30	U	3	Har	Tim 5511	W	¾	5.50	22.5	..	Tim 1250	Sav	Ros	Smi	Fir	3300
Wilcox AA	1900	130	35x5‡	35x5‡	Bud WTU	3¾x5⅛	22.5	L	PC	Dup	....	Str	V	Bos	Wes‡	B-L	D	B-L 30	U	3	Spi	Rus 3600-B	W	½	7.70	25.8	A	Shu 350	She	Gem	....	....	3600
Yellow Cab T1	1450	130	33x5*	33x5*	Con V4	3¾x5	22.5	L	PS	Non	Lon	Zen	V	Bos	N-E	B-L	D	B-L 35	U	4	Spi	Tim 5516	B	½	5.37	17.3	B	Tim 1341EGO	Mar	Gem	Mot	Fir	3130
Yellow Cab T-1	1550	150	33x5	33x5	Con V4	3¾x5	22.5	L	PS	Non	Lon	Zen	V	Bos	N-E	B-L	D	B-L 35	U	4	Spi	Tim 5516	B	½	5.37	17.3	B	Tim 1341EGO	Mar	Gem	Mot	Fir	4210
1¼ Ton																															
Autocar F	....	97	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	....	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	....	3800
Autocar G	....	120	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	....	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	....	3900
Biederman	....	154	34x5	34x6	Con 6M-6	3⅝x4½	27.3	L	PC	Han	Own	Zen	G	Del	A-L	B-L	D	B-L 31	U	3	Spi	Tim	W	½	7.2	35.0	A	Shu	Mat	Ros	StM	Non	3600
Brockway E	....	135	33x5	33x5	Wis SU	4 x5	25.6	H	FP	Non	G&O	Zen	V	Eis	L-N	B-L	D	B-L 30	U	3	Spi	Col 52024	B	¾	5.12	....	A	Col	She	Gem	Hoo	Fir	3125
Brockway E7	....	153	32x6	32x6	Wis 6Y	3⅝x5	27.3	H	FP	Non	G&O	Zen	V	....	L-N	B-L	D	B-L 30	U	3	Spi	Col 53000	B	¾	5.12	....	A	Col	She	Gem	Van	Fir	4000
Clinton 20B	1980	150	30x5	30x5	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Own	Zen	V	Bos	Bos	B-L	D	B-L 31	U	3	M-E	Eat 1000	B	½	6.14	29.5	A	Shu 5405	Per	Ros	StM	Fir	3450
Clinton 20	2070	150	30x5	30x5	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Own	Zen	V	Bos	Bos	B-L	D	B-L 31	U	3	M-E	Tim 6258	W	½	6.25	30.0	A	Tim 1250	Per	Ros	StM	Fir	3450
Clydesdale 10A	....	154	34x5*	34x5*	Con J-4	3¾x5	22.5	L	FP	Non	Own	Zen	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6258	W	½	6.75	32.4	A	Tim 1250	Per	Ros	Smi	Fir	3250
Corbitt 25	....	140	34x5	34x5	Con S4	4¼x4½	28.9	L	FP	Non	McC	Str	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	She W-1501	W	½	7.8	25.9	A	She EA500	She	Ros	Smi	Fir	4100
Defiance G2	....	128	35x5	35x5	Con J4	3¾x5	22.5	L	PC	Non	Chi	Zen	V	Bos	Bos	Ful	D	Ful SU2	U	3	Har	Eat 1000	B	½	6.14	24.5	A	Col 7000	Det	Lav	StM	Fir	2900
Defiance GL2	....	140	35x5	35x5	Con J4	3¾x5	22.5	L	PC	Non	Chi	Zen	V	Bos	Bos	Ful	D	Ful SU2	U	3	Har	Eat 1000	B	½	6.14	24.5	A	Col 7000	Det	Lav	StM	Fir	3050
Diamond T 04	....	132	36x4	36x5	Hin HAA400	4 x5¼	25.6	L	FP	Non	G&O	Str	V	Bos	Non	Cov	D	Cov JUC	A	3	Spi	Tim 6258	W	½	6.25	22.47	A	Shu 510	Mat	Ros	StM	....	4300
Eagle 10I	1875	134	34x5*	34x5*	Bud WTU	3¾x5⅛	22.5	L	PC	Opt	Own	Zen	G	Eis	Bos‡	Cov	D	Cov C	M	3	M-E	Tor 1000	I	D	6.60	24.0	A	Col 5000	Cha	Ros	Std	Fir	3800
Federal R-3	1675	132	33x5*	33x5*	Con J-4	3¾x5	22.5	L	FP	Non	Own	Zen	V	Eis	Rem	B&B	P	Det	W	3	Pet	Tim 6250	W	½	5.60	18.7	A	Tim 1250	....	Gem	Dis	....	2950
Gramm-Bernstein 10	....	129	33x5*	33x5*	Lyc CT	3¾x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	Mun	D	Mun AS11T23N	U	3	Pic	Sal 1483	B	¾	5.85	23.4	B	Sal 1453	Per	Ros	Ind	Fir	2370
Gramm-Kincaid233N	....	133°	30x5*	30x5*	Lyc CT	3¾x5	22.5	L	FP	Non	Own	Zen	G	A-L	A-L	Mun	D	Mun T23	U	3	Thei	Eat 1002	B	½	5.33	21.3	B	Col 5300	Mat	Ros	....	Fir	3485
Gramm-Kincaid263N	....	133°	30x5*	30x5*	Con 8R	3⅜x4½	27.3	L	FP	Non	Own	Zen	G	A-L	A-L	Mun	D	Mun T23	U	3	Thei	Eat 1002	B	½	5.33	21.3	B	Col 5300	Mat	Ros	....	Fir	3585
Guilder B	1650	132	33x5*	33x5*	Bud WTU	3¾x5⅛	22.5	L	....	....	G&O	Zen	G	Eis	Bos	B-L	....	B-L31	....	....	....	Cla 366	....	....	5.5	....	....	Shu 5405	Mer	Ros	Ind	Fir	3250
Guilder B-6	1750	132	33x5*	33x5*	Con 8R	3⅜x4½	27.3	....	....	....	G&O	Zen	G	Eis	Bos	B-L	....	B-L 31	....	....	....	Cla 366	....	....	5.5	....	....	Shu 5405	Mer	Ros	Ind	Fir	3000
Hahn B2	1800	136	34x5	34x5	Her OX	4 x5	25.6	L	FP	Non	Chi	Str	G	Con	Bos	B-L	D	....	U	3	Spi	Cla 365	B	..	6.00	....	A	Wis 10A	She	Ros	Opt	Opt	2900
§Larrabee-Deyo X-21	....	138°	32x6	32x6	Con 8R-6	3⅜x4½	27.3	L	PC	Opt	Fed	Zen	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Tim 5620	B	F	5.37	25.8	A	Tim 1250	She	Gem	Smi	Fir	3550
Maccar EX	....	138	34x5*	34x5*	Wis SU	4 x5	25.6	H	PC	Non	Own	Zen	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Sal 1526E	B	¾	5.85	28.0	A	Sal 1525E	Row	Ros	Van	Gdy	3400
Master 11	....	132	33x5*	33x5*	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Chi	Zen	G	Wes	Wes	Ful	D	Ful LTU8	U	3	Spi	Tim 5511	B	½	5.50	22.0	A	Tim	Det	Ros	StM	Fir	3200
Menominee HT	....	130	34x3½‡	36x5‡	Wis SU	4 x5	25.6	H	PC	Mon	Own	Zen	V	Eis	Bos	Det	D	Cot AAU	U	3	Spi	Wis	W	½	7.75	28.5	A	Shu	Tut	Ros	Std	Fir	3525
Northway Rocket	1390	138	32x4½	32x4½	Own R	3⅜x5	23.4	L	....	....	Own	She	....	Bos	Bos	....	....	....	....	....	....	....	....	....	....	....	....	....	....	Ros	....	....	2750
Patriot 17R	....	129	35x5*	35x5*	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Mod	Zen	V	Bos	Bij	B&B	P	Cov MA	A	3	The	Tim 6258	W	½	6.25	22.6	A	Fli 50B	Mar	CAS	Bim	Jax	3200
§Reo F	1185	128	33x5*	33x5*	Own F	4⅛x4½	27.2	D	PS	Non	Own	Joh	G	N-E	N-E	Own	D	Own	A	3	Own	Own	S	½	4.70	17.3	A	Own	Pen	Own	Mot	Fir	2705
Republic 75	....	124°	33x5*	33x5*	Lyc CT	3¾x5	22.5	L	PC	Non	Own	Str	V	Bos	Bos	Ful	D	Ful	U	3	Spi	Eat	I	D	5.65	22.6	A	Eat	Mat	Jac	Nor	Fir	2700
§Ruggles 20R	....	128	34x5*	34x5*	Her O	4 x5	25.6	L	PC	Non	Per	Zen	G	Rem	Rem	B-L	D	B-L 31	U	3	Blo	Col 5300	S	¾	5.12	20.4	A	Col 5000	Det	Jac	Nor	Fir	2950
Selden Pacemaker24	....	144	30x5	30x5	Her O	4 x5	25.6	L	PC	Non	Own	Str	G	Bos	Bos	B-L	D	B-L 31	U	3	....	Cla	B	F	....	....	A	Cla	....	Ros	Van	....	3580
Selden Pacemaker26	....	144	30x5	30x5	Con 8R-6	3⅜x4½	27.2	L	PC	Non	Own	Str	G	Bos	Bos	B L	D	B-L 31	U	3	....	Cla	R	F	....	....	A	Cla	....	Ros	Van	....	3580
§Standard 75	....	134°	34x5	34x5	Con J 4	3¾x5	22.5	L	PS	Sim	Lon	Str	V	Eis	Bos‡	B-L	D	B-L 31	U	3	Spi	Tim 6250	W	½	5.60	24.3	A	Tim 1250	Ame	Gem	StM	Fir	3000
Stoughton C	....	131	34x4½*	34x4½*	Own	3⅜x4½	27.3	I	FP	Non	Chi	Zen	V	Rem	Rem	Det	D	Own	U	3	The	Col 53000	S	¾	5.87	20.0	A	Col 5300	Own	Ros	Bim	Gdy	2480
§U. S. U	....	138	34x5*	34x5*	Bud WTU	3¾x5⅛	22.5	I	PC	Non	Lon	Str	V	Bos	Bos	Ful	D	Ful SUI	U	3	Blo	Cla B	B	½	6.25	25.0	A	Shu 350	She	Lav	Sch	Fir	3400
United 25	....	131	30x5	30x5	Her OX	4 x5	25.6	I	PC	Non	Per	Str	G	Bos	Bos	B-L	D	B-L 31	U	3	Blo	Col 53000	B	¾	5.10	23.7	A	Shu 310	Det	Lav	Van	Fir	2910
Victor 25	1500	131	33x5*	33x5*	Her O	4 x5	25.6	I	FP	Non	Per	Zen	V	A-L	A-L	Ful	D	Ful SU12	U	3	Pic	Col 53000	S	¾	5.1	20.4	B	Col 5300	Det	Lav	Van	Fir	3000
1½ Ton																															
§Acme 20I	....	136	34x5*	34x5*	Con 8R	3⅝x4½	27.3	..	PC	Non	G&O	Zen	V	Bos	Bos‡	B-L	P	B-L	U	3	Blo	Tim 6258	W	½	6.25	30.0	A	Tim 1452	Det	Ros	Bim	Fir	3500
§Armleder 30	....	148°	34x4‡	34x6‡	Her OX	4 x5	25.6	L	PC	Non	Own	Zen	V	Bos	Bos‡	B-L	D	B-L	U	4	Spi	Tim	W	½	7.25	39.0	A	Tim	She	Ros	StM	Gdy	4400
Atterbury 24R	2450	150°	34x4‡	34x6*	Bud KTU	4 x5¼	25.6	L	PC	Non	Own	Zen	V	Bos	Bos	B-L	D	B-L 31	U	4	Spi	Tim 6462	W	¾	6.50	31.2	A	Tim 1460	S.P	Gem	Arc	Fir	4750
§Autocar F	....	97	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	....	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	....	3800
§Autocar G	....	120	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	....	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	....	3900
Available L-1½	....	154	34x4	34x5	Her O	4 x5	25.6	L	PC	Non	Chi	Zen	G	Bos	Bos	B-L	D	B-L 31	A	3	Spi	Cla B501	½	B	6.25	31.2	A	Shu 5504	Tut	Ros	Bim	Fir	3600
§Bessemer H2	....	144	36x3½	36x5	Con J4	3¾x5	22.5	L	PS	Non	Idl	Str	G	Bos	Bij	B&B	P	B-L 35	A	3	Blo	Wis	R	½	....	....	A	Shu 350	Per	Ros	Sch	Fir	3800
Bessemer H2S	2600	148	36x3½	36x5	Hin 400	4x5¼	25.6	L	FP	Non	Idl	Zen	V	Bos	Bij	B&B	P	B-L 35	A	4	Blo	Wis	R	½	Opt	....	A	Shu 350	Det	Ros	Van	Fir	4050
Biederman	....	166°	32x5	32x5†	Con 6M-6	3⅜x4½	27.3	L	PC	Han	Own	Zen	G	Del	Del	B-L	D	B-L 31	U	3	Spi	Tim	W	½	7.75	38.0	A	Shu	Mat	Ros	StM	Non	4600
Bridgeport A	2350	144	34x4‡	34x6‡	Bud WTU	3¾x5⅛	22.5	L	PC	Non	G&O	Zen	V	Eis	Bos	B-L	D	B-L 30	U	3	Spi	Tim 6460	W	½	....	....	A	Shu 350	....	Ros	Jon	....	3000
Brinton C	2500	138	34x4	34x5	Con N	3¾x5	22.5	L	PS	Non	Bus	Str	G	Bos	Non	B-L	D	B-L	U	3	Spi	Tim 6560	W	¾	....	33.6	....	Tim 1542	Tut	Ros	Sch	....	3900
Chicago	....	145	34x3½‡	34x5‡	Her OX	4 x5	25.6	L	PC	Non	Chi	Zen	G	Apo	A-L‡	B-L	D	B-L 31	U	3	Pet	Tim 6462	W	½	7.00	....	A	Tim 1460	Mat	Ros	StM	Fir	4000
Clydesdale 12	....	152	32x6*	32x6*	Con 8R	3⅜x4½	27.3	L	PC	Non	Own	Str	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6258	W	½	6.75	32.4	A	Tim 1250	Per	Ros	Smi	Fir	3600
Clydesdale 14	....	174	32x6*	32x6*	Con 8R	3⅜x4½	27.3	L	PC	Non	Own	Str	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6258	W	½	6.75	32.4	A	Tim 1250	Per	Ros	Smi	Fir	3700
§Commerce Super 11	....	142	34x5	36x6	Con S4	4¼x4½	28.9	L	FP	Non	Lon	Zen	V	Bos	Bos	Ful	D	Ful SU12	U	3	U-M	Cla B-501	S	½	5.5	22.0	A	Fli	Bea	Ros	Smi	Fir	3575

Concord EO	2500	135	34x5*	36x6*	Bud GBU	4 x5¼	25.6	L	....	....	Own	....	V	Bos	Bos	B-L	D	B-L	U	3	Spi	Tim 6352	W	..	6.2	....	A	Tim 1452	....	Ros	Arc	Fir	3500
Day-Elder G	....	128°	34x4‡	34x4‡	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 20B	U	3	Spi	Tim 6258	W	½	6.25	20.7	A	Col 7018	She	Gem	Van	Fir	3700
Day Elder GST	....	128°	34x4‡	34x5‡	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Bus	Zen	V	Eis	Bos	B-L	D	B-L 20B	U	3	Spi	Tim 6258	W	½	6.25	20.7	A	Col 7018	She	Gem	Van	Fir	3700
Defiance A	....	140	34x4	34x6	Wis CAU	3¾x5	22.5	L	PC	Non	Chi	Zen	V	A-L	A-L	Ful	D	Ful	U	3	Spi	Tim 6258	W	½	6.25	20.7	A	Col 7018	She	Gem	Van	Fir	3700

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For full name and address of manufacturer and information regarding complete line see page 42

Trade Name and Model	General				Engine								Electrical System		Clutch		Gearset				Rear Axle			Gear Ratios			Front Axle Make and Model					
	Chassis Price	Standard Wheelbase (inches)	Tire Size §§ Front (inches)	Tire Size §§ Rear (inches)	Make and Model	Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System Carburetor (Make)	Fuel System Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Make	Type	Make and Model	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low	Brakes, Location		Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
2 Ton—Con'd																																
Available L-2	....	152	36x4	36x6	Her 0	4 x5	25.6	L	PC	Pie	Chi	Zen	G	Bos	Bos‡	B-L	D	B-L 31	U	3	Spi	Tim 6466	W	½	7.25	36.	A	Shu 550	Tut	Ros	Bim	Non	4750
§Bethlehem GN	2495	137½	36x4	36x7	Own GN	4 x5¼	25.6	L	PC	Pie	Bus	Zen	V	Bos	G&D	B&B	P	Ful	U	4	Spi	Wis 60A	R	½	7.75	37.2	A	She D343	Mat	Lav	Smi	....	4100
Brockway S	....	140	34x4	34x6	Wis SU	4 x5	25.6	H	FP	Han	Bus	Zen	V	Eis	L-N	B-L	D	B-L 30	U	3	Spi	Tim 6462	W	¾	7.25	....	A	Tim 1452	She	Ros	Hoo	Non	4050
Brockway SK	....	147	34x4	34x6	Con K4	4 1/8x5¼	27.2	L	FP	Pha	Bus	Zen	V	Eis	L-N	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	¾	7.25	....	A	Tim 1452	She	Ros	Hoo	Non	4200
Casco C	2700	130	32x6	36x8	Bud WTU	3¾x5 1/8	22.5	L	PC	Non	G&O	Zen	V	Bos	Bos	Ful	D	Ful GU 12	U	4	Spi	Wis 66A	R	½	7.75	37.2	A	Wis 10A	Per	Woh	Arc	Fir	4650
Casco D	2950	170	32x6	36x8	Bud WTU	3¾x5 1/8	22.5	L	PC	Non	G&O	Zen	V	Bos	Bos	Ful	D	Ful GU 12	U	4	Spi	Wis 66A	R	½	7.75	37.2	A	Wis 10A	Per	Woh	Arc	Fir	4850
§Clinton 45	2840	163	34x4‡	34x4‡	Bud KTU	4 x5¼	25.6	L	PC	K-P	Own	Zen	G	Bos	Bos	B-L	D	B-L 35	A	4	M-E	Tim 6462	W	½	7.75	41.5	A	Tim 1520	Per	Ros	StM	....	4875
Clydesdale 9	....	160	34x4	34x6	Con S-4	4¼x4½	28.9	L	FP	Own	Own	Zen	V	Bos	Bos*	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	½	7.75	41.46	A	Tim 1460	Per	Ros	Smi	Non	4600
Commerce S14	....	146	36x4	36x7	Con S-4	4¼x4½	28.9	L	FP	Non	Lon	Zen	V	Bos	Bos	B-L	D	B-L	A	4	U-M	Tim 6462	W	½	7.00	37.4	A	Tim 1460	Bea	Ros	....	Fir	4245
Concord G	3250	140	36x6*	36x7	Bud GBU	4 x5¼	25.6	L	PC	Pie	Own	Zen	V	Eis	Non	B-L	D	B-L 35	U	4	Spi	Tim 6566	W	½	9.25	49.4	...	Tim 1544	.....	Ros	Arc	Fir	4150
Concord H	3700	150	36x6*	38x7*	Bud EBU	4¼x5½	28.9	L	PC	Non	Own	Zen	V	Eis	Wes	B-L	D	B-L 50	U	4	Spi	Tim 6460	W	½	6.75	36.1	...	Tim 1520	.....	Ros	Arc	Fir	4250
Corbitt C	....	148	36x4‡	36x7‡	Con K-4	4 1/8x5¼	27.2	L	FP	Sim	McC	Str	V	Eis	Bos‡	B-L	D	B-L 35	U	3	Spi	She W-103	W	½	10.6	35.6	A	She 3FA10	She	Ros	Bim	Fir	5265
Day-Elder H	....	144°	34x4‡	34x5‡	Bud WTU	3¾x5 1/8	22.5	L	PC	Non	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 31	U	3	Spi	Tim 6462	W	½	7.75	37.2	A	Col 7018	She	Gem	Van	Fir	4100
Day-Elder HST	....	144°	34x4‡	34x6‡	Bud WTU	3¾x5 1/8	22.5	L	PC	Non	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 31	U	3	Spi	Tim 6462	W	½	7.75	37.2	A	Col 7018	She	Gem	Van	Fir	4100
Day Elder HSM	....	144°	34x4‡	34x5‡	Bud KBU	4 x5¼	25.6	L	PC	Non	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 31	U	3	Spi	Tim 6462	W	½	7.75	37.2	A	Col 7018	She	Gem	Van	Fir	4300
Day Elder HSMT	....	144°	34x4‡	34x6‡	Bud KBU	4 x5¼	25.6	L	PC	Non	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 31	U	3	Spi	Tim 6462	W	½	7.75	37.2	A	Col 7018	She	Gem	Van	Fir	4300
Defiance E2	....	140	35x5	38x7	Con J-4	3¾x5	22.5	L	PC	Non	Chi	Zen	V	Bos	Bos	Ful	D	Ful GU10	U	4	Har	Wis 66	R	½	9.25	44.4	A	Col 7000	Det	Lav	StM	Fir	3865
Denby 33	....	144	36x3½	36x7	Con J-4	3¾x5	22.5	L	PC	.....	Lon	Zen	G	Eis	.....	Ful	D	Ful	U	4	U-P	Cla	I	D	7.25	29.0	...	Con	Det	Ros	StM	....	3740
Dixon	2800	146	34x4	34x7	Con S4	4¼x4½	28.9	L	FP	Pie	G&O	Zen	V	Bos	Bos	Ful	D	Ful GU7	U	4	Spi	Tim 6462	W	½	.....	.....	A	Tim 1520	S.P	Ros	StM	Fir	4450
Duplex A	....	160	34x4‡	36x7‡	Hin HAA	4 x5¼	25.6	L	PC	Non	Mod	Str	G	Eis	Wes	Cov	D	Cov RU3C	U	3	Pet	She W-103	W	½	7.75	30.0	A	She D343	Pen	Ros	Mot	Fir	4400
Eagle 104	2395	130	34x4‡	34x8	Bud KTU	4 x5¼	25.6	L	PC	Non	Own	Zen	G	Eis	Non	Cov	D	Cov MUC	U	3	M-E	Rus 6005-I	I	D	8.31	....	A	Col 7000	Cha	Ros	StM	Fir	4300
Fageol 235	3750	150	34x4	34x7	Wau FU	4 x5¾	25.6	L	PC	Wau	Own	Zen	V	Spl	Spl	B-L	D	Own A	U	7	Spi	Tim 6462	W	½	5.60	59.7	A	Tim 1460DXZ	Mat	Ros	.....	.....	5500
Forschler D	....	144	34x4	36x7	Con C-4	4 1/8x5¼	27.2	L	PC	Dup	Own	Zen	G	Bos	Opt	Ful	D	.....	U	3	Har	.....	W	.....	.....	.....	.....	.....	Own	Ros	Smi	Non	4735
Gotfredson 41	....	146½	36x6*	40x8*	Bud KBUI	4 x5¼	25.6	L	PC	Sim	McC	Zen	V	RBo	Rem	B&B	P	B-L 35	U	4	Spi	Tim 6462	W	½	7.25	38.7	A	Tim 1460	Det	Gem	M-M	Fir	5300
Gramm-Kincaid443N	....	133°	32x6*	32x6*	Lyc C4	4 x5	25.6	L	FP	Non	Own	Zen	G	A-L	A-L	Mun	D	Mun T23	U	3	Thei	Eat 1502	B	½	6.33	25.3	B	Col 5300	Mat	Ros	.....	Fir	....
Gramm-Kincaid463N	....	133°	32x6*	32x6*	Con 8R	3⅝x4½	27.3	L	FP	Non	Own	Zen	G	A-L	A-L	Mun	D	Mun T23	U	3	Thei	Eat 1502	B	½	6.33	25.3	B	Col 5300	Mat	Ros	.....	Fir	....
Grass Premier 70	2650	144	34x5†	34x7†	Wau V	4 x5¼	27.2	L	PC	Opt	Chi	Str	V	Eis	Eis	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	½	7.25	36.2	B	Con	Det	Ros	Bim	Fir	4400
Guilder E	2975	152	36x4	36x8	Bud GTU	4 x5¼	25.6	L	PC	Pie	G&O	Zen	G	Eis	Bos	B-L	D	B-L 51	U	4	M-E	Wis DD	W	F	7.75	41.0	...	Wis	Mer	Ros	Van	Non	5100
Hahn K	2850	140°	36x4	36x7	Con K4	4 1/8x5¼	27.2	L	FP	Pha	Chi	Str	G	Bos	Del	B-L	D	.....	U	4	Spi	Tim 6462	U	....	7.00	....	A	Tim 1520	She	Ros	Opt	Opt	4700
Hug H4	2175	118	36x6	36x6†	Bud WTU	3¾x5 1/8	22.5	L	PC	Han	Per	Zen	V	Bos	Non	Ful	D	Ful	U	4	Blo	Wis	R	½	7.75	37.2	A	Wis	Tut	Ros	Van	Fir	4260
§Indiana 20	....	150°	36x4	36x7	Own 40	4 3/8x5½	30.6	L	PC	Pie	McC	Str	G	Eis	Rem‡	B&B	P	B-L 35	A	4	Spi	She W-103	W	½	7.75	41.5	A	She D-370	She	Woh	Bim	.....	5335
International 43	....	130	36x4‡	36x7‡	Own 43	3¾x5	22.5	L	SP	Own	Own	Own	G	RBo	Own	Own	D	Own 43	A	4	Own	Own 43	I	D	9.00	53.1	B	Own 43	.....	Own	Own	.....	4790
Kearns N1	....	136°	34x4	34x7	Her O	4 x5	25.6	...	SP	.....	Own	Zen	...	Bos	.....	Ful	D	Ful	U	3	.....	She	W	.....	.....	.....	.....	.....	.....	Ros	.....	.....	.....
Kenworth M	3100	150	36x4	36x7	Bud KBU	4 x5¼	25.6	L	PC	Non	Own	Zen	V	RBo	Rem	B-L	D	B-L 35	U	4	Spi	She W-103	W	½	7.75	46.8	A	She D343	Lah	Ros	Smi	.....	4620
Krebs 44	....	160°	36x4‡	36x7‡	Con S4	4¼x4½	28.9	L	PC	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	½	8.75	46.8	A	Tim 1460	Mat	Ros	Smi	Fir	5000
Krebs 46	....	160°	36x4‡	36x7‡	Con 8R	3⅝x4½	27.3	L	PC	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6462	W	½	8.75	35.0	A	Tim 1460	Mat	Ros	Smi	Fir	4800
LeMoon GP-2	....	Opt	34x4	34x7	Con S4	4¼x4½	28.9	L	FP	Non	Chi	Str	G	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6460	W	½	7.75	....	A	Tim 1520	Tut	Ros	StM		6300
Maccar V1	....	162	36x4	36x8‡	Wis TAU	4 x6	25.6	L	PC	Pie	Own	Zen	V	Eis	Bos	B-L	D	B-L 35	U	4	Spi	Tim 6566	W	½	7.75	41.5	A	Tim 1526	Row	Ros	Day	.....	5300
Maccar V-3	....	162	36x4‡	36x8‡	Wis UAU	4¼x6	28.9	L	PC	Pie	Own	Zen	V	Eis	Bos‡	B-L	D	B-L 35	U	4	Spi	Tim 6566	W	½	7.75	41.5	A	Tim 1526	Row	Ros	Day	.....	5300
§Mack AB	3300	146½°	36x4	36x4‡	Own AB	4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	Own	D	Own AB	U	4	Spi	Own AB	C	D	*6.99	33.8*	B	Own AB	Mer	Own	.....	.....	....
§Mack AB	3750	146½°	36x4	36x4‡	Own AB	4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	Own	D	Own AB	U	4	Spi	Own AB	R	F	*7.60	36.8*	B	Own AB	Mer	Own	.....	.....	....
Moreland EC	3780	178	34x5*	34x5*	Con K-4	4 1/8x5¼	27.3	L	FP	Non	Own	.....	V	Spl	Opt	B-L	D	B-L 51	U	4	Pet	Tim 6414	W	½	6.00	29.0	...	Tim 1550	U.S	Ros	Bud	.....	4590
§Nash	2150	144	34x4‡	34x7‡	Own 4	3¾x5¼	22.5	L	PS	Sim	.....	Str	G	Eis	A-L	B&B	P	D-G C	A	4	Own	Cla 2D	I	D	9.00	39.0	B	Own 3018	Har	Lav	A-W	.....	3850
Nash 4017	2750	124	36x6	36x6‡	Bud HU	4¼x5½	28.9	L	PC	Sim	.....	Str	G	Eis	Non	B&B	P	Own 4017	A	4	Own	Own 4017	I	D	8.50	42.3	B	Own 4017	Har	Lav	.....	.....	6250
National M	....	137°	34x5*	36x6*	Wau Y	4 x5¼	25.6	L	PC	.....	Bus	Zen	G	Bos	Bos	B-L	D	B-L 30	U	3	Spi	Tim 6460	W	½	7.00	23.3	A	Tim 1520	Mat	Ros	Van	Fir	4000
Noble B31	2900	162	36x4‡	36x7‡	Bud GTU	4 x5¼	25.6	L	PC	Pie	Chi	Str	V	Eis	Bos	Ful	D	Ful GU7	U	4	M-E	She 103	W	½	8.66	41.5	A	She D-343	Tut	Lav	Bim	Fir	4850
O.K	2250	149	36x3½	36x5	Bud ITU	4 x5½	25.6	L	PC	Non	Own	Zen	V	Eis	Non	Ful	D	Ful TU3	U	3	Har	Wis 800H	W	½	9.33	....	...	Shu 510	Tut	Ros	Bim	Gdy	4310
Oshkosh AW	3080	130	36x6*	36x6*	Wis SU	4 x5	25.6	H	PC	Dup	Own	Str	V	A-L	A-L	B-L	D	B-L 35	U	4	Pet	Own A	B	F	8.00	33.0	A	Own A	Tut	Ros	Roy	Fir	....
Oshkosh AAW	3180	165	36x6	36x6*	Wis SU	4 x5	25.6	H	PC	Dup	Own	Str	V	A-L	A-L	B-L	D	B-L 35	A	4	Pet	Own AA	B	F	8.00	33.0	A	Own AA	Tut	Ros	Roy	Fir	....
§Patriot X9L	....	146	36x4	36x7	Hin 400	4 x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	Bij	Cov	B	Ful G7	A	4	The	Tim 6566	W	F	8.50	....	A	Shu 510	Mar	Ros	Bim	.....	4400
Penn	2300	144	34x5	38x7	Bud WU	3¾x5 1/8	21.0	L	PC	Non	G&O	Zen	G	Bos	Bos	Ful	D	Ful-SU	U	3	Spi	She W1501	W	½	9.25	37.0	...	Tor AA3	Row	Ros	Smi	Gdy	3975
Pennford	925	138	30x3½	34x5	Himico	3¾x4	22.5	L	SP	Non	Ford	Hol	G	Ford	Ford	Hin	D	Hin	A	3	U-P	She W1002	W	½	7.75	.....	...	Ford	Row	Ford	Hoo	Gdy	2800
Pierce Arrow XA	3300	150	36x4‡	36x5	Own XA	4 x5½	25.6	T	FP	Own	Own	Str	P	Del	Del	Own	D	Own XA	A	4	Spi	Own XA	W	½	8.5	44.2	A	Own XA	S.P	Own	.....	Opt	6280
Rainier R28	3090	157	34x4‡	34x8‡	Con K4	4 1/8x5¼	27.2	L	FP	Pie	Bus	Zen	V	Eis	Del‡	B-L	D	B-L 35	A	4	Spi	She W-103	W	½	7.75	41.5	A	She D-370	S.P	Ros	Jon	.....	4900
Rainier R28	3190	175	34x4‡	34x8‡	Con K4	4 1/8x5¼	27.2	L	FP	Pie	Bus	Zen	V	Eis	Del‡	B-L	D	B-L 35	A	4	Spi	She W-103	W	½	7.75	41.5	A	She D-370	S.P	Ros	Jon	.....	5050
Rehberger A	....	162	36x4	36x7	Bud KTU	4 x5¼	25.6	L	PC	K-P	Bus	Zen	G	RBo	Bos‡	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	½	7.75	41.5	A	Shu 510	Del	Gem	Van	Fir	5060
Republic 11X	....	144°	34x4‡	34x6‡	Con J4	3¾x5	22.5	L	FP	Pha	Own	Str	V	Bos	Bos‡	Ful	D	Ful	U	3	Spi	Eat	I	D	7.20	28.8	B	Eat	Mat	Jac	Van	Fir	4000
Ruggles 41	....	148	30x5*	34x7*	Her O	4 x5	25.6	L	PC	Non	Per	Zen	V	Bos	Bos	Ful	D	Ful GU14	U	4	Spi	Tim 6462	R	F	7.00	37.4	A	Shu 5410	Det	Jac	Nor	Fir	4250
Sandow JS	....	144	36x4	36x7	Her O	4 x5	25.6	L	PC	Non	Chi	Zen	...	Eis	Bos	Ful	D	Ful GU14	.....	...	Spi	She W-103	I	D	8.66	.....	...	She 343	Own	Ros	.....	.....	4000
Schacht J	2600	158	34x4	34x7	Wis SU	4 x5	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	D	Ful GU7	U	4	Blo	Wis 60D	R	½	7.00	33.6	A	Shu 510	She	Ros	.....	Non	4900
Selden 33	....	146	34x4‡	34x6‡	Con K-4	4 1/8x5¼	27.2	L	FP	Pha	Lon	Str	G	Eis	Bos	B-L	D	B-L 35	U	4	Spi	Tim 6410	W	½	Opt	Opt	A	Tim 1454	Per	Ros	Van	Fir	4400
Sterling DW-12	....	142	36x4	36x7	Own FU	4 x5¾	25.6	L	PS	Wau	Own	Zen	V	Eis	....	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	½	6.5	34.8	...	Tim 1460	Mat	Ros	Hoo	.....	5180
Stewart 18	1890	160	34x4‡	34x6‡	Lyc C	4 x5	25.6	L	PC	Non	Own	Zen	G	Rem	Rem	Ful	D	Ful LTU-4	U	3	Spi	Cla B-31	B	¾	6.28	25.1	B	Col	Det	Gem	Cla	Fir	3400
Stoughton D	....	140	36x4	36x7	Own	4 1/8x5¼	....	L	FP	Sim	Own	Zen	G	Eis	.....	B-L	....	B-L35	U	4	The	She W103	W	½	8.66	46.3	...	She D343	Own	Ros	Bim	Gdy	4600
Traffic 4000C	1695	132	34x3½‡	34x5‡	Con S4	4½x4¼	28.9	L	PC	Pie	Own	Zen	G	Bos	Bos	Ful	D	Ful GU-10	U	3	The	Cla 1D	I	D	7.25	34.8	A	Own	Det	Own	Bim	Fir	3665
United 32	....	148	34x4	34x7	Her OX	4 x5	25.6	L	PC	Non	Per	Str	G	Bos	.....	B-L	D	B-L 31	U	3	Blo	Wis 40	R	½	6.00	24.5	A	Shu 510	Det	Lav	Van	.....	3740
§United 35	....	148	34x5*	34x7‡	Her OX	4 x5	25.6	L	PC	Non	Per	Str	G	Bos	Non	B-L	D	B-L 31	U	3	Blo	Wis 51	R	½	7.75	30.7	A	Shu 310	Det	Lav	Van	Fir	3810
§U.S. NW24	....	144	36x4‡	36x6‡	Bud WTU	3¾x5 1/8	22.5	L	PC	Non	Lon	Str	V	Bos	Opt	Ful	D	Ful LTU5	U	3	Blo	She W-103	W	½	8.75	35.0	...	Shu 350	She	Lav	Sch	.....	4550

Victor 50	2100	142	34x4‡	34x7‡	Her OX	4 x5	25.6	L	FP	Pie	Per	Zen	G	Eis	.....	Ful	D	Ful GU10	U	4	U-M	Wis 66	R	½	7.0	33.6	A	Shu 5410	Det	Lav	Smi	.....	4500
Wachusett K	3200	154	.....	.....	Con K4	4 1/8x5¼	27.2	L	FP	Non	G&O	Zen	V	Bos	Bos	B-L	D	B-L 35	U	4	Har	Tim 6460	W	F	7.75	41.5	...	Tim 1520	.....	Ros	.....	Fir	4800
													G					Own 20			Spi	Own 20	B	½	7.53	32.45	A	Own 20		Own			4680

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For full name and address of manufacturer and information regarding complete line see page 42

Trade Name and Model	General				Engine								Electrical System		Clutch		Gearset				Rear Axle			Gear Ratios							
	Chassis Price	Standard Wheelbase (inches)	Tire Size §§ Front (inches)	Tire Size §§ Rear (inches)	Make and Model	Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Make	Type	Make and Model	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
2½ Ton—con'd																																
Standard 2½-3½ KS	....	147°	36x4‡	36x8‡	Con K-4	4⅛x5¼	27.2	L	FP	Sim	Lon	Str	G	Eis	Bos‡	B-L	D	B-L 55	A	4	Spi	Tim 6566	W	F	9.25	49.4	A	Tim 1542B	Amc	Gem	Day	.....	5488
SterlingDW-14	....	156	36x4	36x8	Own FU	4 x5¾	25.6	L	...	Wau	Own	Zen	V	Eis	.....	B-L	D	B-L 35	U	4	Spi	Tim 6566	W	F	7.2	38.5	...	Tim 1544B	Mat	Ros	Hoo	.....	5500
SterlingDWS-14	....	156	36x4	36x8	Own CU	4⅜x5¾	30.6	L	...	Wau	Own	Zen	V	Eis	.....	B-L	D	B-L 50	U	4	Spi	Tim 6566	W	F	7.2	38.5	...	Tim 1544B	Mat	Ros	Hoo	.....	5500
SterlingDW-13-D	....	130	36x4	36x8	Own FU	4 x5¾	25.6	L	...	Wau	Own	Zen	V	Fis	.....	B-L	D	B-L 35	U	4	Spi	Tim 6566	W	F	7.2	38.5	...	Tim 1544B	Mat	Ros	Hoo	.....	5500
SterlingDWS-13-D	....	130	36x4	36x8	Own CU	4⅜x5¾	30.6	L	...	Wau	Own	Zen	V	Eis	.....	B-L	D	B-L 50	U	4	Spi	Tim 6566	W	F	7.2	38.5	...	Tim 1544B	Mat	Ros	Hoo	.....	5500
Stewart 7X	2895	156	34x4‡	34x8‡	Bud HTU	4¼x5½	29.0	L	PC	Pie	Bus	Zen	V	Eis	Rem‡	Ful	D	Ful GU-5	U	4	Spi	Cla 2-D	I	D	9.00	43.2	B	Col 8503	Amc	Ros	Cla	Fir	4820
Super Truck 50	3300	156	36x4‡	36x8‡	Wis TAU	4 x6	25.6	L	PC	Sim	Chi	Zen	G	Bos	Vea†	Ful	D	Ful G	U	4	Spi	She W21	W	½	8.75	42.0	A	She D-370	She	Ros	Pru	.....	5200
Twin City BW	2800	163½	36x5	36x10	Own TW	4¼x6	28.9	H	PC	Own	Mod	Str	V	Bos	N-E‡	B&B	P	Ful G7	U	4	Spi	Cla 2D	I	D	8.00	38.4	...	Shu 550	Mat	Ros	Bim	.....	5625
Union FLW&FW	3500	155	36x5	36x10	Wis TAU	4 x6	25.6	L	PC	Dup	G&O	Zen	G	Eis	L-N	Ful	D	Ful GU-14	U	4	U-P	Wal 25A	R	F	....	37.7	...	Wis 20	Mat	Jac	Pru	Gdy	5900
Union F	3150	155	36x5	36x10	Wis TAU	4 x6	25.6	L	PC	Dup	G&O	Zen	G	Eis	L-N	Ful	D	Ful GU-14	U	4	U-P	Wis 88EF	W	...	.....	.....	...	Wis 20	Mat	Jac	Smi	Gdy	5900
§United 50	....	156	34x4*	34x8‡	Her OX	4 x5	25.6	L	PC	Non	Per	Str	G	Bos	.....	B-L	D	B-L 35	U	4	Blo	Wis 66	R	½	7.75	41.5	A	Shu 510	Det	Lav	Van	.....	4120
Victor 70	2650	156	36x4‡	36x8‡	Her OX	4 x5	25.6	L	FP	Pie	Per	Zen	G	Eis	.....	Ful	D	Ful GU10	U&A	8	U-M	Wis 88E	R	½	8.66	200.	A	Shu 5550	Det	Lav	Smi	.....	5800
Victor 60	2400	156	36x4‡	36x8‡	Her OX	4 x5	25.6	L	FP	Pie	Per	Zen	G	Eis	.....	Ful	D	Ful GU10	U	4	U-M	Wis 88E	R	½	8.66	41.6	A	Shu 5550	Det	Lav	Smi	.....	5400
Wachusett L	3800	170	36x5	36x10	Con L-4	4½x5½	32.4	L	FP	Non	G&O	Zen	G	Bos	Bos	B-L	D	B-L 55	A	4	Har	Tim 6560	W	F	7.75	41.5	...	Tim 1542	Sav	Ros	Smi	Fir	5200
Ward LaFrance 2B	....	170	36x4	36x8	Wau CU	4⅜x5¾	30.6	L	PC	Wau	Own	Str	G	Bos	A-L	B-L	D	B-L 51	A	4	Spi	Tim	W	F	7.25	38.8	A	Tim	Row	Ros	Hoo	.....	5900
White 51	3750	170	36x5	36x8	Own GR	4¼x5¾	28.9	L	PC	Own	Own	Zen	V	....	L-N‡	Own	D	Own	U	4	Spi	Own	R	½	7.53	37.75	B	Own	.....	Own	.....	.....	5700
Wilcox CC	3000	135	36x4	36x3½†	Own CC	4¼x5	28.9	L	PC	Dup	G&O	Str	G	Bos	Wes‡	Own	D	Own O	A	4	Own	Wal 25A	R	½	8.60	42.3	B	Shu 550	She	Own	Cla	....	5000
Winther 44	3100	161	34x5	34x7	Wis SU	4 x5	25.6	H	FP	Non	Own	Str	V	Bos	Bos	Ful	D	Ful G7	U	4	Pet	Own	I	...	7.00	33.6	B	Tim	Mat	Lav	Own	.....	4375
Witt-Will 8	2950	146	36x4‡	36x8	Con K-4	4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	Non	B-L	D	B-L 51	U	4	Spi	Tim 6560	W	F	8.25	10.0	A	Tim 1544	She	Ros	Arc	Fir	5000
3 Ton																																
§Acme 60L	....	156	36x4‡	36x10	Con L-4	4½x5½	32.4	L	FP	Dup	G&O	Zen	V	Eis	Del‡	B&B	P	Cot R	U	4	Blo	Tim 6560	W	F	8.50	42.0	A	Tim 1540B	Det	Ros	Int	.....	5050
Autocar H	....	114	34x6	36x10	Own H	4 x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L-N *	Own	P	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Del	Ros	Hoo	.....	5500
Autocar K	....	138	34x6	36x10	Own H	4 x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L-N *	Own	P	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Del	Ros	Hoo	.....	5600
Autocar HPDS	....	114	34x6‡	36x12‡	Own H	4 x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L-N *	Own	P	Own Y	A	4	Spi	Own Y	R	F	8.72	63.6	A	Own H	Del	Ros	Hoo	.....	6000
Brockway K13	....	153	36x4	36x8	Con K4	4⅛x5¼	27.2	L	FP	Pha	Bus	Zen	V	Eis	L-N	B-L	D	B-L 35	A	4	Spi	Tim 6566	W	F	7.75	.....	A	Tim 1542	She	Ros	Day	Non	5260
Brockway K16	....	154⅜	36x4	36x8	Con K4	4⅛x5¼	27.2	L	FP	Pha	Bus	Zen	V	Eis	L-N	B-L	D	B-L 55	A	7	Spi	Tim 6566	W	F	7.75	.....	A	Tim 1542	She	Ros	Day	Non	5260
Brockway KR	....	156	36x4	36x8	Con L4	4½x5½	32.4	L	FP	Pha	Bus	Zen	V	Eis	L-N	B-L	D	B-L 55	A	4	Spi	Tim 6566	W	F	7.75	.....	A	Tim 1542	She	Ros	Day	Non	5760
§Clinton 65	3550	184	34x5‡	34x5†	Bud ETU	4¼x5½	28.9	L	PC	K.P.	Own	Zen	G	Bos*	Bos	B-L	D	B-L 55	A	4	M-E	Tim 6566	W	F	8.50	45.5	A	Tim 1544B	Per	Ros	StM	...	5925
Clydesdale 6	....	163	36x5	36x5†	Con L4	4½x5½	32.4	L	FP	Own	Own	Zen	V	Bos	Bos*	B-L	D	B-L 51	A	4	Spi	Tim 6566	W	F	9.25	49.4	A	Tim 1544B	Per	Ros	Smi	Non	5850
Clydesdale 6X	....	163	36x4	36x8	Con K4	4⅛x5¼	27.2	L	FP	Own	Own	Zen	V	Bos	Bos*	B-L	D	B-L 51	A	4	Spi	Tim 6566	W	F	9.25	49.4	A	Tim 1544B	Per	Ros	Smi	Non	5700
Concord JL	3600	170	36x6*	36x8	Bud EBU	4¼x5½	28.9	L	PC	Pie	Own	Zen	V	Eis	Eis	B-L	D	B-L 50	U	4	Spi	Tim 6560	W	F	9.25	49.4	A	Tim 1544	....	Ros	Arc	Fir	5500
Corbitt R	....	160	36x4‡	36x8‡	Con L-4	4½x5½	32.4	L	FP	Sim	McC	Str	V	Eis	Bos‡	B-L	D	B-L 51	U	4	Spi	She W-21	W	½	10.30	55.1	A	She 3FA10	She	Ros	Smi	.....	6160
Day-Elder J	....	156	36x4‡	36x8‡	Bud EBU	4¼x5½	28.9	L	PC	Mon	Bus	Zen	V	Eis	Bos‡	B-I.	D	B-L 51	U	4	Har	Tim 6566	W	F	9.25	49.5	A	Tim 1544	She	Gem	Van	Fir	6500
Defiance H2	....	160	36x4	36x8	Con K4	4⅛x5¼	27.2	L	PC	Mon	Chi	Zen	V	Bos	Bos	Ful	D	Ful GU12	U	4	Spi	Wis 88E	R	½	9.50	45.6	A	Tim	Det	Lav	StM	.....	5140
Defiance HL2	....	175	36x4	36x8	Con K4	4⅛x5¼	27.2	L	PC	Mon	Chi	Zen	V	Bos	Bos	Ful	D	Ful GU12	U	4	Spi	Wis 88E	R	½	9.50	45.6	A	Tim	Det	Lav	StM	.....	5340
Defiance H3	....	135	36x5	36x10	Con K4	4⅛x5¼	27.2	L	PC	Mon	Chi	Zen	V	Bos	Bos	Ful	D	Ful GU12	U	4	Spi	Wis 120FG	R	½	9.50	45.6	A	Tim	Det	Lav	Smi	.....	5200
Denby 35	....	155	36x4	36x8	Con K-4	4½x5¼	27.2	L	PC	.....	Lon	Zen	G	Eis	.....	Ful	D	Ful	U	4	U-P	Cla	I	D	8.15	45.3	...	Con	Det	Ros	Smi	.....	5000
Double Drive TT	4000	144	36x6‡	36x6‡	Bud ETU	4¼x5½	28.9	L	PC	Pie	Lon	Zen	V	Spl	Opt	Det	D	Own D. T. P.	A	4	Own	Own D. T. T.	W	½	8.50	39.5	B	Own FTT	Tut	Ros	Std	.....	6250
Duplex AC	....	165	34x5‡	36x8	Bud EBUI	4¼x5½	28.9	L	PC	Opt	Mod	Str	V	Eis	Non	B-L	D	B-L 50	A	4	Pet	She W21	W	F	7.75	45.4	A	She 370	Pen	Ros	Mot	Fir	5500
Fageol 340	4000	172	36x5	36x10	Wau CU	4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Spl	Spl	B-L	D	Own B	A	7	Spi	Tim 6566	W	F	5.60	59.5	A	Tim 1544B	Mat	Ros	.....	.....	7000
Fageol 360	5250	172	36x6*	36x6†	HaS	4¼x5½	28.9	H	PC	H-S	Lon	Zen	V	Del	Del	B-L	D	Own B	A	7	Spi	Tim 6566	W	F	5.60	59.5	A	Tim 1544B	Mat	Ros	Bud	.....	6500
Forschler E	....	144	36x4	36x8	Con C-4	4⅛x5¼	27.2	L	PC	Dup	Own	Zen	V	Bos	Non	Ful	D	.....	....	4	Har	.....	W	½	.....	.....	...	.....	Own	Ros	Smi	.....	5200
F.W.D. B	4200	124	36x6‡	36x6‡	Wis A	4¾x5½	36.1	T	PC	Pie	McC	Str	G	Eis	N-E‡	H-S	D	Cot DAF	A	3	Own	Own B	B	F	8.90	35.6	B	Own B	Tut	Ros	Sch	.....	6300
Gary Oil Field Four	3750	150	36x6*	40x8*	Bud YBU-I	4½x6	32.4	L	PC	McC	Chi	Str	V	Eis	.....	B-L	D	B-L	A	4	Spi	Tim	W	F	8.50	41.0	A	Tim	Mer	Ros	Day	.....	5680
Gary Oil Field Six	4250	160	36x6*	40x8*	Bud Bus 6	4 x5⅛	38.4	L	PC	McC	Chi	Str	V	Eis	.....	B-L	D	B-L	A	4	Spi	Tim	W	F	8.50	41.0	A	Tim	Mer	Ros	Day	.....	5850
Gotfredson 60	....	152½	36x5‡	36x10‡	Bud EBUI	4¼x5½	28.9	L	PC	Sim	McC	Zen	V	RBo	Non	B-L	D	B-L 51	A	4	Spi	Tim 6562	W	F	9.25	49.4	B	Tim 1526	Det	Ros	Day	Non	6200
Gramm-Bernstein 30	....	150	36x5	36x10	Con L4	4½x5½	32.4	L	PC	Pie	Own	Str	G	Eis	A-L	Ful	D	Ful GU7	A	8	Own	She W-21	W	½	5.66	46.5	B	She 370	Per	Ros	Smi	Fir	6640
Gramm-Kincaid 6480	....	152°	36x5‡	36x8‡	Her L	4½x5½	32.4	L	FP	Pie	Own	Zen	G	Bos	A-L	Ful	D	Ful H	A	8	Thei	Wis 88E	R	½	5.50	100.5	B	Wis 30	Mat	Ros	Smi	Non	6560
Guilder H	3500	152	36x5	36x10	Bud ETU	4¼x5½	28.9	L	PC	Pie	G&O	Zen	G	Eis	Bos	B-L	D	B-L 51	A	4	M-E	Wis	W	F	7.75	42.0	...	Shu 5550	Mer	Ros	Van	Non	5600
Hahn L	3750	149°	36x4	36x10	Con L4	4½x5½	32.4	L	FP	Pha	Chi	Str	G	Bos	Del	B-L	D	.....	U	4	Spi	Tim 6566	W	...	8.5	.....	A	Tim 1542	Mer	Ros	Opt	Opt	5900
International 63	....	140	36x5‡	36x8‡	Own 63	4¼x5½	28.9	L	SP	Own	Own	Own	G	RBo	Rem‡	Own	D	Own 63	U	4	Own	Own 63	I	D	9.00	53.1	B	Own 63	....	Own	Own	.....	5660
Kenworth K-S	3750	160	36x4‡	36x8‡	Bud EBU	4¼x5½	28.9	L	PC	Non	Own	Zen	V	RBo	Rem	B&B	P	Cot RU	U	4	Spi	She W-21	W	½	7.75	46.8	A	She D-370	Lah	Ros	Smi	.....	6300
Krebs 64	....	163°	36x5‡	36x10‡	Con L-4	4½x5½	32.4	L	PC	Pic	Own	Zen	V	Bos	Bos	B-L	D	B-L 55	A	7	Spi	Tim 6566	W	F	9.25	87.8	A	Tim 1544	Mat	Ros	Smi	Fir	6100
§Maccar H!	....	175	36x4‡	36x5†	Wis UAU	4¼x6	28.9	L	PC	Pie	Own	Zen	V	Eis	Bos‡	B-L	D	B-L 51	U	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Row	Ros	Day	.....	6300
Maccar H-3	....	175	36x4‡	36x5†	Wis VAU.	4½x6	32.4	L	PC	Pie	Own	Zen	V	Eis	Bos‡	B-L	D	B-L 51	U	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Row	Ros	Day	.....	6300
Master 45	....	154°	36x6	36x10	Jackson	4¼	28.9	...	FP	.....	.....	Str	...	Spl	.....	Ful	...	Ful 60	...	4	Spi	Tim	W	...	.....	.....	A	Tim	.....	Ros	.....	.....	.....
Moreland AC-Bus	4700	187	36x6*	36x6†	Con L-4	4½x5½	32.4	L	FP	Non	Own	.....	V	Spl	Opt	B-L	D	B-L 51	U	4	Pet	Tim 6516	W	F	6.00	29 0	A	Tim 1550	U.S	Ros	Bud	.....	5660
National T	....	152	36x5‡	36x10‡	Wau CU	4⅜x5¾	30.6	L	PC	Wau	Bus	Zen	G	Bos	Non	H-S	O	B-L 51	A	4	Spi	Tim 6566	W	F	8.50	45.5	A	Tim 1544B	Mat	Ros	Van	.....	6200
Noble D-52	3500	162	34x4	36x10	Bud ETU	4¼x5½	28.9	L	PC	McC	Chi	Zen	V	Eis	Wes	Ful	D	Ful	A	8	Blo	She W21	W	½	8.75	96.2	A	She 370	Tut	Lav	Bim	Non	5800
Northway C3	3500	161°	36x5	36x10	Own C	4 x6	25.6	H	...	.....	G&O	She	V	Bos	Bos	.....	...	.....	...	...	.....	.....	...	...	.....	.....	...	.....	...	Ros	.....	.....	6060
Patriot X8W	....	156	36x5‡	36x8‡	Hin 200	4½x5½	32.4	L	PC	Non	Own	Str	V	Eis	Non	Cov	D	Cov RAK4	A	4	The	.....	W	F	10.0	.....	A	Shu 5550	Mar	Ros	Bim	.....	5400
Pierce-Arrow XB	3500	150	36x5‡	36x5	Own XB	4 x5½	25.6	T	FP	Own	Own	Str	P	Del	Del	Own	D	Own XB	A	4	Spi	Own XB	W	½	9.25	48.1	A	Own XB	S.P	Own	Bet	Opt	6280
§Rehberger B-1	....	192	36x6*	36x6†	Bud YBU	4½x6	32.4	L	PC	.....	Bus	Zen	G	RBo	Bos	B-L	D	B-L 55	U	4	Spi	Tim 6566	W	F	6.00	32.1	A	Shu 5550B	Del	Gem	Bud	Fir	6510
§Rehberger B-2	....	192	36x6*	36x6†	Bud BUS	4 x5⅛	38.4	L	PC	.....	Bus	Zen	V	RBo	Bos	B-L	D	B-L 55	U	4	Spi	Tim 6566	W	F	6.00	32.1	A	Shu 5550B	Del	Gem	Bud	Fir	6470
Rehberger B	....	162	36x5	36x10	Bud YBU	4½x6	32.4	L	PC	K-P	Bus	Zen	G	RBo	Bos‡	B-L	D	B-L 51	U	4	Spi	Tim 6566	W	F	8.5	45.5	A	Tim 1544B	Del	Gem	Van	Fir	6460
Republic 19	....	165°	36x5	36x10	Con K4	4⅛x5¼	27.2	L	FP	Pha	Own	Str	V	Bos	Bos‡	Ful	D	Ful	U	4	Spi	Eat	I	D	8.40	40.3	B	Eat	Mat	Jac	Van	Fir	5200
Republic 19W	....	165°	36x5	36x10	Wau FU	4 x5¾	25.6	L	PC	Wau	Own	Str	V	Bos	Bos‡	Ful	D	Ful	U	4	Spi	Eat	I	D	8.40	40.3	B	Eat	Mat	Jac	Van	Fir	5200
Rowe GSW	4150	143°	34x5	36x10	Wis UAU	4¼x6	28.9	L	PC	Han	Bus	Zen	V	Bos	Opt‡	B-L	D	B-L 51	U	4	Spi	She W-21	W	½	8.75	31.0	A	She D-370	She	Ros	Hoo	Non	5810
Ruggles 40-H	....	148	36x4‡	36x8	Her O	4 x5	25.6	L	PC	Non	Per	Zen	G	Bos	Rem‡	B-L	D	B-L 35	U	4	Spi	Wis 88EF	R	F	7.85	42.0	A	Shu 5550	Det	Jac	Nor	Fir	4850
Ruggles 40HRB	....	115	36x5‡	36x10	Her O	4 x5	25.6	L	PC	Non	Per	Zen	G	Bos	Rem‡	B-L	D	B-L 35	U	4	Spi	Wis 88EF	R	F	7.85	42.0	A	Shu 5550	Det	Jac	Nor	Fir	4700
§Schacht L	4000	156	36x5	36x10	Wis VAU	4½x6	32.4	L	PC	Dup	Own	Zen	G	Bos	Non	Ful	D	Own	A	4	Spi	Wis	R	F	10.4	49.4	B	Own	She	Own	Day	.....	7500
Schacht L	....	154	36x4	36x8	Con L-4	4½x5½	32.4	L	FP	Pha	Lon	Str	G	Eis	Bos	B-L	D	B-L 51	A	4	Spi	Tim 6566	W	F	8 50	45.4	A	Tim 1544B	Det	Gem	Std	Opt	6220
Schacht L	....	154	36x4	36x8	Con L-4	4½x5½	32.4	L	FP	Pha	Lon	Str	G	Eis	Bos	B-L	D	B-L 51	A	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Det	Gem	Std	Opt	6000

Republic 19W		165		36x5	36x10	Wau FU	4 x5¾	25.6	L	PC	Wau	Own	Str	V	Bos	Bos‡	Ful	D	Ful	U	4	Spi	Eat	I	D	8.40	40.3	B	Eat	Mat	Jac	Van	Fir	5200					
Rowe GSW	4150	143°		34x5	36x10	Wis UAU	4¼x6	28.9	L	PC	Han	Bus	Zen	V	Bos	Opt‡	B-L	D	B-L 51	U	4	Spi	She W-21	W	½	8.75	31.0	A	She D-370	She	Ros	Hoo	Non	5810					
Ruggles 40-II		148		36x4‡	36x8	Her O	4 x5	25.6	L	PC	Non	Per	Zen	G	Bos	Rem‡	B-L	D	B-L 35	U	4	Spi	Wis 88EF	R	F	7.85	42.0	A	Shu 5550	Det	Jac	Nor	Fir	4850					
Ruggles 4OHRB		115		36x5‡	36x10	Her O	4 x5	25.6	L	PC	Non	Per	Zen	G	Bos	Rem‡	B-L	D	B-L 35	U	4	Spi	Wis 88EF	R	F	7.85	42.0	A	Shu 5550	Det	Jac	Nor	Fir	4700					
§Schacht L	4000	156		36x5	36x12	Wis VAU	4½x6	32.4	L	PC	Dup	Own	Zen	G	Bos	Non	Ful	D	Own	A	4	Spi	Wis	R	F	10.4	49.4	B	Own	She	Own	Day	....	7500					
§Selden Unit 53		154		36x4	36x8	Con L-4	4½x5½	32.4	L	FP	Pha	Lon	Str	G	Eis	Bos	B-L	D	B-L 51	A	4	Spi	Tim 6566	W	F	8 50	45.4	A	Tim 1544B	Det	Gem	Std	Opt	6220					
Sterling DW15D		130°		36x5	36x10	Own CU	4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Eis	.....	B-L	D	B-L 50	A	4	Spi	Tim 6566	W	F	7.2	38.5	A	Tim 1544B	Mat	Ros	Hoo	.....	6000					
Sterling DW16		156		36x5	36x10	Own CU	4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Eis	.....	B-L	....	B-L 50	U	4	Spi	Tim 6566	W	F	7.2	38.5	A	Tim 1544B	Mat	Ros	Hoo	.....	6000					
Stoughton F		156		36x5	36x5†	Own	4½x5¼	...	L	FP	Sim	Own	Zen	G	Eis	.....	B-L	....	B-L50	U	4	The	She W21	W	½	8.75	46.8	...	She D370	Own	Ros	Bim	Gdy	5900					
Super Truck 60–D		126		36x6*	42x9*	Wis UAU	4¼x6	28.9	L	PC	Pha	Chi	Zen	G	Spl	Non	Ful	D	Ful GU-8	U	4	Spi	She D-310	R	½	8.63	.....	A	Wis 120-E	Mat	Ros	Cla	Gdy	....					
Traffic 6000	2145	135		36x4‡	36x7‡	Con N-4	3¾x5	22.5	L	PS	....	Own	Car	G	Bos	Bos‡	Cov	D	Cov MUN	U	3	.....	Rus 60001	I	D	8.80	32.2	A	Own	Det	Own	Opt	Fir	3900					
Traylor D	3400	150		36x4‡	36x8†	Bud ETU	4¼x5½	28.9	L	PC	Pie	G&O	Zen	G	Spl	West	M-E	D	Own D-4-U	U	4	M-E	She W-21	W	½	7.75	37.0	A	She D-343	Mer	Ros	Sch	.....	5850					
United 60		156		36x5	36x10	Her OX	4 x5	25.6	L	PC	Non	Per	Str	G	Bos	Non	B-L	D	B-L 35	U	4	Blo	Wis 88E	R	½	8.66	46.3	A	Shu 510	Det	Lav	Van	.....	4630					
U.S. R		156		36x4‡	36x4‡	Hin 400	4 x5¼	25.6	L	PC	Hin	Lon	Str	V	Spl	Bos‡	B-L	D	B-L 51	A	4	Blo	She W-21	W	½	8.70	46.5	A	Shu 510	She	Lav	Sch	.....	5500					
Winther 54	3500	152		36x5	36x8	Wis UAU	4¼x6	28.9	L	FP	Pie	Own	Str	V	Bos	Bos	B&B	D	B-L 51	A	4	Pet	Cla	I	...	9.00	48.0	A	Tim	Mat	Ros	Own	.....	5700					
Winther 454	3800	152		36x5	36x5†	Wis UAU	4¼x6	28.9	L	FP	Pie	Own	Str	V	Bos	Bos	B&B	D	B-L 51	U	4	Pet	Cla	I	...	9.00	48.0	B	Own	Mat	Ros	Own	.....	6400					
Witt-Will SS	3225	Opt		36x4‡	36x10	Con K-4	4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	Non	B-L	D	B-L 51	U	4	Spi	Tim 6560	W	F	9.25	40.0	A	Tim 1544	She	Ros	Arc	Fir	5500					
3½ Ton																																					
American LaFranceY	4950	Opt		36x5	36x10	Own 3R	4¼x6	28.9	L	PS	Own	Bus	Zen	V	Spl	Bos‡	Own	D	Own 3R	A	4	Own	Own 3R	W	F	8.75	47.6	B	Own 3R	Mer	....	Day	Non	8600					
§Armleder KWB		156°		36x5	36x5†	Bud YBUI	4½x6	32.4	L	PS	Han	Own	Zen	G	Bos	Wes‡	B-L	D	B-L	U	4	Spi	Tim	W	F	10.3	55.3	B	Tim	She	Ros	StM	Non	6900					
Atterbury 22D	4550	174°		36x5	40x6‡	Con L-4	4½x5½	32.4	L	FP	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	55.2	A	Tim 1632B	S.P	Gem	Arc	Non	7500					
Available L3½		176		36x5	36x10	Her L-3	4½x5¾	32.4	L	PC	Pie	Chi	Str	G	Bos	Bos‡	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	56.1	A	Con 2203	Tut	Ros	Bim	Non	6500					
Bethlehem M	3795	168		36x5	36x5†	Own H	4 x5¼	25.6	L	FP	Pie	Bus	Zen	V	Bos	G&D	Ful	D	Ful GU15	U	4	Spi	Wis 120FG	R	½	10.4	49.9	A	She D-370	Mat	Lav	Smi	Non	6300					
Bethlehem CS	4425	145		36x6	36x6†	Own H	4 x5¼	25.6	L	FP	Pie	Bus	Zen	V	Bos	G&D	B-L	D	B-L 55	A	7	Spi	Wis 120FG	R	½	10.4	98.0	A	She D370	Mat	Lav	Smi	Non	6800					
Biederman		180°		36x6	36x12	Con 6B-6	3¾x5	33.7	L	PC	Han	Own	Zen	G	Del	Del	B-L	D	B-L 51	U	4	Spi	Tim	W	F	9.5	52.0	A	Shu	Mat	Ros	Bet	Non	7000					
Chicago		183°		36x5	36x10	Her L	4½x5¾	32.4	L	PC	Pie	Chi	Zen	G	Apo	Non	B-L	D	B-L 55	A	4	Pet	Tim 7666	R	F	9.15	.....	A	Tim 1632	Mat	Gem	Smi	Non	7320					
Clydesdale 4		177		36x6	40x6†	Con B5	4¾x6	36.0	L	FP	Own	Own	Zen	V	Bos	Bos*	B-L	D	B-L 60 Max	A	7	Spi	Tim 6666	W	F	10.3	98.16	A	Tim 1632B	Per	Ros	Smi	Non	7500					
Clydesdale 4X		177		36x5	40x5†	Con L-4	4½x5½	32.4	L	FP	Own	Own	Zen	V	Bos	Bos*	B-L	D	B-L 60 Max	A	7	Spi	Tim 6666	W	F	10 3	98.16	A	Tim 1632B	Per	Ros	Smi	Non	7300					
Diamond T K		170		36x5	36x5†	Hin HA200	4½x5½	32.4	L	FP	Hin	G&O	Str	V	Bos	Non	Cov	D	Cov SB	A	4	Spi	Tim 6666	W	F	8.75	44.36	A	Tim 1632B	Mat	Gem	Int	Non	7250					
Dixon A	4070	160		36x5	36x10	Con L-4	4½x5½	32.4	L	FP	Pie	G&O	Zen	G	Bos	Non	Ful	D	Ful HU	A	8	Har	Tim 6666	W	F	Opt	Opt	A	Tim 1630B	S.P	Ros	Smi	Non	7300					
Dorris K7	4385	174		36x5‡	36x10	Own K7	4¼x5½	28.9	H	PS	Own	McC	Str	G	Bos	Bos	Own	D	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	51.5	A	Tim 1630B	Mat	Ros	Day	Fir	6750					
Duplex E		130		36x8‡	36x8	Bud EBUI	4¼x5½	28.9	L	PC	....	Lon	Zen	V	Eis	Non	B-L	D	B-L	U	4	Pet	Own E	I	...	8.00	64.0	H	Own E	Pen	Woh	Mot	Fir	6000					
Gary Y35	4250	162		36x5	40x12	Bud YBUI	4½x6	32.4	L	PC	McC	Chi	Str	V	Eis	.....	B-L	D	B-L	A	4	Spi	Tim 6666	W	F	10.3	50.0	A	Tim 1630B	Mar	Ros	Day	Non	8100					
G.M.C. K-71A		163		36x5	40x10	Own 71A	4½x6	32.4	L	FP	Own	McC	Mar	G	Eis	Rem	Own	D	Own 71	A	7	Own	Tim 6666	W	F	8.75	75.2	A	Tim 1632B	.....	Own	Day	Non	8070					
G.M.C. K-71B		187		36x5	40x10	Own 71B	4½x6	32.4	L	FP	Own	McC	Mar	G	Eis	Rem	Own	D	Own 71	A	7	Own	Tim 6666	W	F	8.75	75.2	A	Tim 1632B	.....	Own	Day	Non	8520					
Grass Premier 90	3600	160°		36x5†	36x5†	Wau DU	4½x6¼	32.4	L	PC	Wau	Chi	Str	V	Bos	Bos	B-L	D	B-L 55	A	7	Spi	Tim 6666	W	F	8.75	75.0	B	Con	Det	Ros	Bim	Fir	6200					
Harvey WHB	3950	160		36x6‡	36x12	Bud YBUI	4½x6	32.4	L	PC	McC	Own	Str	G	Eis	Non	Ful	D	B-L 60	A	4	Spi	She W-32	W	½	10.75	54.8	A	She 4FA20	Bea	Ros	Smi	.....	8950					
Indiana 35		172		36x5	36x10	Own 40	4⅜x5½	30.6	L	PC	Pie	McC	Str	G	Eis	Rem†	B&B	P	B-L 55	A	4	Spi	She W-32	W	½	10.5	54.8	A	She 3-FA-20	Bea	Who	Smi	.....	7060					
Kearns T		160°		36x5	36x10	Wis VAU	4½x6	32.4	...	SP	....	Own	Zen	..	....	....	Ful	D	Ful	A	4	....	She	W	½	.....	.....	A	She	....	Ros	....	....	7850					
Kleiber	4850	170		36x5‡	36x12‡	Con B5	4¾x6	36.0	L	FP	Non	R-T	Str	V	RBo	Bos‡	B-L	D	B-L 60	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1632B	Bet	Ros	Smi	....	7600					
Kelly-Springf'd K-41	4400	156		36x5	36x12	Own K-41	4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Opt	B&B	P	B-L 60	A	4	Pet	Cla 3-H	I	D	10.0	50.7	D	Own K41	Per	Gem	Cla	Non	7740					
King Zeitler	3625	156°		36x6‡	40x10‡	Con L-4	4½x5½	32.4	L	FP	Pha	Chi	Str	G	Eis	Bos ‡	B-L	D	B-L 55	A	4	Pic	Tim 6666	W	F	10.3	55.2	A	Tim 1632B	Mar	Lav	StM	Fir	7200					
Lange F	4650	168°		36x5	36x12	Con L-4	4½x5½	32.4	L	FP	K-P	Own	Str	V	Apo	Non	B-L	D	B-L 55	A	4	Pet	Tim 6666	W	F	9 50	50.8	A	Tim 1632B	S.P	Ros	Hoo	Opt	8100					
Larrabee L-6		186		36x5‡	36x10‡	Con B5	4¾x6	36.0	L	FP	Pha	R-T	Zen	G	Bos	Bos‡	B-L	D	B-L 60	A	7	Spi	She W-32	W	½	8.75	55.0	A	She 4FA20	She	Ros	Smi	Non	9820					
LeMoon GP4		Opt		36x5	36x5†	Con L4	4½x5½	32.4	L	FP	Pha	Chi	Str	G	Bos	Bos‡	B-L	D	B-L 55	U	4	Own	Tim 6666	W	F	8.75	42.0	A	Tim 1630	Tut	Ros	StM	Non	6000					
Luedinghaus		160°		36x6‡	36x6†	Wau DU	4½x6¼	32.4	L	PC	.....	Own	Zen	G	Spl	Dyn‡	B-L	P	B-L 55	A	4	Spi	Tim 6666	W	F	10.33	....	A	Shu 610	.....	Ros	Bim	....	7760					
Mack AC	4950	156°		36x5	40x5†	Own AC	5 x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	Own	P	Own AC	J	4	Spi	Own AC	C	D	*7.54	48.4*	D	Own AC	Mer	Own	.....	.....	....					
Master 55		158°		36x5	40x12	Jackson	4¼	28.9	...	FP	.....	.....	Str	..	....	Ful	....	Ful 60	...	.....	Tim	W	.....	.....	.....	A	Tim	.....	Ros	.....	.....	.....						
Moreland AXX	4000	174		36x5‡	36x10‡	Con L-4	4½x5½	32.4	L	FP	Non	Own	.....	V	Spl	A-L‡	Own	D	Own 23C670	A	5	Pet	Tim 6570S	W	F	6,75	40 9	A	Tim 1544B	U.S	Ros	Smi	.....	6535					
National NB		164		36x6‡	36x6‡	Wau DU	4½x6¼	32.4	L	PC	Wau	Bus	Zen	G	Eis	Non	H-S	O	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1630B	Mat	Ros	Smi	....	7650					
Noble E-71	3995	164		36x5‡	36x12‡	Bud YTU	4½x6	32.4	L	PC	Pie	Chi	Str	V	Eis	Wes‡	Ful	D	W-G T53	A	4	Blo	She W-30	W	½	8.75	44.0	A	She 4FA20	Tut	Lav	Bim	Fir	7250					
Ogden F		178		36x5	40x12	Con L-4	4½x5½	32.4	L	FP	Pha	Chi	Zen	V	Eis	Non	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	55.2	A	Tim 1630B	Tut	Ros	Smi	Non	7300					
O.K	3975	164		36x5	36x10	Bud YTU	4½x6	32.4	L	PC	Pie	R-T	Zen	V	Eis	Non	Ful	D	Ful H	A	4	Har	Tim 6666	W	F	.....	.....	A	Shu 610	Tem	Ros	Bim	Gdy	6550					
Rainier R-25	4400	170		36x5	36x12	Con B-7	5 x6	40.0	L	FC	Pie	Bus	Zen	V	Eis	Del	B-L	D	B-L 60	A	4	Spi	Tim 6666	W	F	10.3	55.2	A	Tim 1632B	She	Ros	Jon	Non	8000					
Sandow M		170		.....	.....	Bud YTU	4½x6	32.4	L	PC	Mon	Chi	Str	G	Bos	Non	B-L	D	B-L 51	A	4	Spi	Tim 6666	W	F	10.2	41.2	A	Tim 1632B	.....	Ros	.....	.....	6800					
Sanford W35B		174	36x6	36x12	Con B-7	5 x6	40.0	L	FP	Pha	R-T	Str	G	Con	Dyn	Ful	D	Ful	A	4	Spi	She 32	W	½	10.25	78.5	A	She 4FA20	She	Ros	Van	.....	8200					
Sanford W-35SC		156	36x6	40x14	Con B-7	5 x6	40.0	L	FP	Pha	R-T	Str	G	Con	Dyn	Ful	D	Ful 2S	A	4	Spi	She 32	W	½	10.25	109.7	A	She 4FA20	She	Ros	Van	.....	9600					
Schacht L	4000	144°		36x5	36x12	Wis VAU	4½x6	32.4	L	FP	Dup	Own	Zen	G	Bos	.....	Ful	D	Own	A	8	Spi	Wis	R	F	10.4	49.4	B	Own	She	Own	Day	.....	7500					
Selden Unit 70		165	36x5‡	36x10‡	Con L-4	4½x5½	32.4	L	FP	Pha	Lon	Str	G	Eis	Bos	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	55.1	A	Tim 1650B	Per	Gem	Std	.....	7200					
Selden Unit 52		195	36x5‡	36x10‡	Con L-4	4½x5½	32.4	L	FP	Pha	Lon	Zen	V	Eis	Bos	B-L	D	B-L 51	A	4	Spi	Tim 6511	W	F	7.75	31.0	A	Tim 1550	S.S	Gem	Arc	Opt	7200					
Service 81		173	36x5	36x10	Bud YBU-I	4½x6	32.4	L	PC	Non	Own	Str	V	Eis	Rem	B&B	P	B-L 60	A	4	Spi	Tim 6666	W	F	7.8	41.7	A	Tim 1632	She	Ros	Int	.....	7900					
Standard 3½-5 K		160°	36x5	36x12	Con L-4	4½x5½	32.4	L	FP	Sim	Lon	Str	V	Eis	Bos‡	B-L	D	B-L 55	A	7	Spi	Tim 6666	W	F	6.80	83.1	A	Tim 1630B	Amc	Gem	Day	Non	7485					
Standard 3½-5KS		160°	36x5	36x12	Con L-4	4½x5½	32.4	L	FP	Sim	Lon	Str	V	Eis	Bos‡	B-L	D	B-L 60	A	7	Spi	Tim 6666	W	F	6.80	83.1	A	Tim 1630B	Amc	Gem	Day	Non	7519					
Sterling EW-20		162	36x5	40x10	Own DU	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	.....	H-S	O	Own	A	4	Spi	Tim 6666	W	F	8.7	51.8	...	Tim 1632B	Mat	Ros	Hoo	.....	7775					
Sterling EW-19-D		148	36x5	40x10	Own DU	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	.....	H-S	O	Own	A	4	Spi	Tim 6666	W	F	8.7	51.8	...	Tim 1632B	Mat	Ros	Hoo	.....	7775					
Stewart 10-X	3795	165	36x5‡	36x5†	Bud YTU	4½x6	32.0	L	PC	Pie	Bus	Zen	V	Eis	Eis	Ful	D	Ful GU-6	U	3	Spi	Cla 3-D	I	D	10.0	48.0	B	Col 8503	Det	Ros	Cla	Fir	6600					
Super Truck 70	4100	164	36x5	40x5†	Wis UAU	4¼x6	28.9	L	PC	Sim	Chi	Zen	G	Bos	West	Ful	D	Ful G	A	4	Spi	She W-32	W	½	10.2	49.2	A	She 4FA20	She	Ros	Smi	Non	7500					
Twin City AW	3500	168	36x6	40x12	Own TW	4¼x6	28.9	H	PC	Own	Mod	Str	V	Bos	N-E‡	B&B	P	Ful H	A	4	Spi	Tim 6666	R	...	10.3	61 9	A	Tim 1630B	Mat	Ros	Smi	Fir	7200					
Victor 80	3400	160	36x5‡	36x10‡	Con L-4	4½x5½	32.4	L	FP	Pie	Per	Zen	V	Eis	.....	Ful	D	Ful GU7	U&A	8	U-M	Wis 120BG	R	½	9.5	218.88	A	Shu 610	Det	Lav	Smi	.....	7000					
Ward LaFrance 4B		172	36x5	36x10	Wau	4½x6¼	32.4	L	DC	Wau	Own	Str	G	Bos	A-L	B-L	D	B-L 55	A	4	Spi	Tim	W	F	7.25	38.8	A	Tim	Row	Ros	Hoo	.....	6800					
White 40	4200	174°	36x5‡	40x5†	Own GR	4¼x5¾	28.9	L	PC	Own	Own	Zen	V	....	L-N‡	Own	D	Own EA	A	4	Own	WAL 5A	R	½	11.7	57.46	B	Own	.....	Own	.....	Non	7130					
Wilcox E	3950	147	36x5	36x5†	Buda YTU	4½x6	32.4	L	PC	Dup	Own	Str	G	Bos	West	.....	D	Own EA	A	4	Own	WAL 5A	R	½	10.0	45.1	B	She 4FA20	She	Own	.....	Non	6600					
Winther 74	4200	150	36x5	36x5†	Wis VAU	4½x6	32.4	L	FP	Pie	Own	Str	V	Bos	Bos	B&B	D	B-L55	A	4	Pet	Cla	1	...	9.00	48.1	A	Tim	Mat	Ros	Own	.....	7600					
Winther 474	5000	150	36x5	36x5†	Wis VAU	4½x6	32.4	L	FP	Pie	Own	Str	V	Bos	Bos	B&B	D	B-L55 Max	U	4	Pet	Cla	I	...	7.00	85.5	B	Own	Mat	Ros	Own	.....	8300					
4 Ton																																					
Acorn 70	4250	166		36x5	40x10	Bud YBUI	4½x6	32.4	L	PC	McC	Chi	Zen	G	RBo	.....	B-L	D	B-L 60	A	4	Spi	Tim 6666	W	F	10.25	49.6	A	Tim 1632B	She	Ros	Int	.....	7400					
Available L4		180		36x5	36x12	Her L	4½x5¾	32.4	L	PC	Pie	Chi	Str	G	Bos	Bos‡	B-L	D	B-L 55 Max	A	7	Spi	Tim 7666	R	F	9.15	96.5	A	Con 2203	Tut	Ros	Int	Non	7800					
Bridgeport C	3990	175	36x6‡	36x12‡	Bud YTU	4½x6	32.4	L	PC	Non	G&O	Zen	V	Eis	Bos	B-L	D	B-L 60	S	4	Spi	Tim 6666	W	F	.....	.....	A	She	....	Ros	Jon	.....	10400					
Brockway R		164		36x5	36x10	Con L4	4½x5½	32.4	L	FP	Pha	Bus	Zen	V	Eis	L-N	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	.....	A	Tim 1632	She	Ros	Day	Non	7075					
Brockway R14		165⅛		36x5	36x10	Con L4	4½x5½	32.4	L	FP	Pha	Bus	Zen	V	Eis	L-N	B-L	D	B-L 55	A	7	Spi	Tim 6666	W	F	8.75	.....	A	Tim 1632	She	Ros	Day	Non	7075					
Brockway RT		175		36x5	36x10	Con B5	4⅜x6	36.1	L	FP	Pha	Bus	Zen	V	Eis	L-N	B-L	D	B-L 60	A	4	Spi	Tim 6666	W	F	8.75	.....	A	Tim 1632	She	Ros	Day	Non	7500					
Clinton 90	4260	190		36x5	36x6†	Bud YTU	4½x6	32.4	L	PC	K.P.	Own	Zen	G	Bos	Bos	B-L	D	B-L 55	A	4	M-E	Tim 6666	W	F	8.75	46.8	A	Tim 1632B	Per	Ros	StM	.....	7410					
Clinton 90M	4400	190		36x5	36x6†	Bud YTU	4½x6	32.4	L	PC	K.P.	Own	Zen	G	Bos	Bos	B-L	D	B-L 55 Max	A	7	M-E	Tim 6666	W	F	8.75	83.1	A	Tim 1632B	Per	Ros	StM	.....	7480					
Corbitt A		178		36x5	36x10	Con L-4	4½x5½	32.4	L	FP	Sim	McC	Str	V	Eis	Bos‡	B-L	D	B-L 55	U	7	Spi	She W-32	W	½	13.0	69.5	A	She 4FA20	She	Ros	Smi	Non	7370					
Day-Elder K		162°		36x5	36x12	Bud YBU	4½x6	32.4	L	PC	Mon	Bus	Zen	V	Eis	Bos†	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	10.33	55.3	A	Tim 1632B	She	Gem	Van	Fir	8500					
Denby 27		170		36x5	36x6	Con L-4	4½x5½	32.4	L	PC	.....	Lon	Zen	G	Eis	.....	Ful	D	Ful GU7	A	4	U-P	Cla	1	D	10.0	49.9	...	Tim	Det	Ros	Smi	.....	7020					
Fageol 445	4950	172		36x6	36x12	Wau DU	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Spl	Spl	B-L	D	Own B	A	7	Spi	Tim 6666	W	F	7.40	79.0	A	Tim 1632B	Mat	Ros	.....	.....	8500					
Federal W3	4200	157		36x5	40x5†	Con L-4	4½x5½	32.4	L	FP	Pha	Own	Zen	V	Eis	Rem	B&B	P	Own WL	A	4	Spi	Tim 6666	W	F	10.3	61.0	A	Tim 1630B	Mat	Gem	Smi	Fir	7000					
Garford 80		162		36x5	36x10	.....	4½x6	32.4	L	PC	.....	Own	.....	G	.....	.....	Own	D	Own 80	A	4	.....	.....	W	F	8.75	42.3	A	.....	.....	.....	.....	Non	7850					

For full name and address of manufacturer and information regarding complete line see page 42

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size §§ Front (inches)	General: Tire Size §§ Rear (inches)	Engine: Make and Model	Engine: Bore and Stroke (inches)	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
4 Ton—Con'd																																	
Gotfredson 80	....	160	36x6	40x14	Bud YBUI	4½x6	32.4	L	PC	Sim	McC	Zen	V	RBo	Non	B-L	D	B-L 55 Max	A	7	Spi	Tim 6666 Max	W	F	10.3	55.3	B	Tim 1632B	Det	Gem	Day	Non	8400
Gramm-Bernstein 40	....	156	36x5	36x12	Con L4	4½x5½	32.4	L	PC	Pie	Own	Str	G	Eis	A-L	Ful	D	Ful G7	A	8	Own	She W31	W	½	8.75	46.9	B	She 4-FA-20	Per	Ros	Smi	Non	7980
Gramm-Kincaid 8480	....	152°	36x5‡	36x10‡	Her L	4½x5½	32.4	L	FP	Pie	Own	Zen	G	Bos	A-L	Ful	D	Ful H	A	8	Thei	Wis 120BG	R	½	6.60	120.6	B	Wis 30	Mat	Ros	Smi	Non	8360
Gramm-K. P. (low bed)	....	230°	36x5‡	36x10‡	Her L	4½x5½	32.4	L	FP	Pie	Own	Zen	V	A-L	A-L	Ful	D	Ful GU	U	4	Thei	Wis 125K	R	½	8.6	41.3	B	She D445	Mat	Ros	Smi	Non	8560
Guilder J	4500	170	36x5	36x12	Bud YTU	4½x6	32.4	L	PC	Pie	G&O	Zen	G	Eis	Non	B-L	D	B-L 60	A	4	M-E	Wis 120	R	½	7.50	54.0	A	Shu 610	Mer	Ros	Van	Van	7500
Indiana 40	....	172	36x5	40x12	Wau DU	4½x6¼	32.4	L	PC	Wau	McC	Str	V	Eis	Rem‡	B&B	P	B-L 60	A	7	Spi	She W-32	W	½	10.2	97.3	A	She 3FA20	She	Woh	Smi	Non	8030
Kenworth L	4500	170	36x5‡	40x5‡	Bud YBU	4½x6	32.4	L	PC	Non	Own	Zen	V	RBo	Rem	B&B	P	Cot S	A	4	Spi	She W-32	W	½	8.75	53.3	A	She 4FA20	Lah	Ros	Smi	....	8800
Kissel Heavy Duty	3675	168	36x5‡	36x12‡	Own 14000	4¼x5½	28.9	L	SP	Pie	McC	Str	V	Eis	Rem‡	W-G	D	W-G T-53	A	4	Spi	She W-31	W	½	11.7	58.6	A	She 4FA20	She	Ros	Smi	Non	7200
Krebs 74	....	170°	36x6‡	40x12‡	Con L4	4½x5½	32.4	L	PC	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 55	A	7	Spi	Tim 6666	W	F	10.3	97.8	A	Tim 1632	Mat	Ros	Smi	Fir	7350
Maccar M2	....	176	36x5	36x6†	Wis VAU	4½x6	32.4	L	PC	Pie	Own	S-Z	V	Eis	Bos‡	B-L	D	B-L 55	U	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1632B	Row	Ros	Day	....	7300
Master 55	....	158°	36x5	40x12	Jackson	4¼	28.9	...	FP	.....	.....	Str	..	Spl	.....	Ful	...	Ful 60	..	..	.....	Tim	W	..	.....	.....	A	Tim	....	Ros	.....	.....	.....
Noble E-72	4150	164	36x5	36x12	Bud YTU	4½x6	32.4	L	PC	Pie	Chi	Str	V	Eis	Wes	Ful	D	W-G	A	8	Blo	She W30	W	½	8.75	93.6	A	She 4FA20	Tut	Lav	Bim	Non	7300
Oshkosh F	5400	146	36x8‡	36x12	Wau	5 x6¼	40.0	L	PC	Wau	Own	Zen	G	Spl	Non	Ful	D	Ful	A	4	Blo	Own	B	F	7.90	47.4	A	Own	Tut	Lav	Cla	....	8350
Pierce Arrow WC	4600	162	36x5‡	36x6	Own WC	4½x6¾	32.4	T	FP	Own	Own	Str	P	Del	Del	Own	D	Own WC	A	4	Spi	Own WC	W	½	8.00	41.5	B	Own WC	S.P	Own	Bet	....	8490
Republic 20	....	165°	36x5‡	36x10‡	Con L-4	4½x5½	32.4	L	FP	Pha	Own	Str	V	Bos	Bos‡	Ful	D	Ful	U	4	Spi	Eat	I	D	10.2	49.2	B	Eat	Mat	Jac	Van	Fir	6700
Rehberger C	....	174	36x6	36x12	Bud YBU	4½x6	32.4	L	PC	K-P	Bus	Zen	G	RBo	Bos ‡	B-L	D	B-L 55	U	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1632B	Del	Gem	Van	Fir	7040
Rowe HW	4500	157½°	36x5	36x12	Wis VAU	4½x6	32.4	L	PC	Han	Bus	Zen	G	Bos	Opt†	B-L	D	B-L 55	U	4	Spi	She W-32	W	½	10.2	35.0	A	She 4FA20	She	Ros	Hoo	Non	7350
Schacht	4400	168	36x5	40x6†	Wis RBU	5 x6	40.0	L	PC	Dup	Own	Zen	G	Bos	Non	Ful	D	Own	A	8	Spi	Own	W	F	11.6	55.4	B	Own	She	Own	StM	Non	7800
Selden 73	....	168	36x5‡	36x12‡	Con B-5	4¾x6	36.1	L	FP	Pha	Lon	Str	G	Eis	Bos	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1630B	S.P	Gem	Std	.....	7720
Union H	3950	174	36x6	36x10	Wis VAU	4½x6	32.4	L	PC	Dup	G&O	Zen	G	Eis	L-N	Ful	D	Ful H	U	4	U-P	Wis 1200	R	F	10.2	49.2	B	Shu 650	Mat	Jac	Smi	Gdy	7700
Union HW	4500	174	36x6	40x12	Wis VAU	4½x6	32.4	L	PC	Dup	G&O	Zen	G	Eis	L-N	Ful	D	Ful H	A	4	U-P	Wal 5A	R	F	10.5	63.0	A	Shu 650	Mat	Jac	Smi	Gdy	7750
U. S. S	....	168	36x5	36x5†	Hin 200	4½x5½	32.4	L	PC	Hin	Lon	Str	V	Spl	Bos†	B-L	D	B-L 55	A	4	Blo	She W-32	W	½	10.2	54.8	A	She 4FA20	She	Lav	Sch	Non	7100
Witt-Will A	4500	172	36x6	40x6†	Con B5	4¾x6	36.1	L	FC	Pie	Own	Zen	G	Eis	Wes	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	53.3	A	Tim 1732B	She	Ros	Smi	Non	9500
5 Ton																																	
Acme 90L	....	177	36x5‡	40x12	Con B-7	4¾x6	36.1	L	FP	Dup	G&O	Ray	V	Eis	Del†	B&B	P	Cot S	A	4	Blo	Tim 6660	W	F	8.75	45.5	A	Tim 1630B	Det	Ros	Bim	....	8160
Amer. LaFrance V	5500	Opt	36x6	40x6	Own 5R	4¾x6	36.1	L	PS	Own	Bus	Zen	V	Spl	Bos‡	Own	D	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.5	B	Own 5R	Mer	.....	Day	Non	9600
Atterbury 24E	5500	174°	36x6	40x7†	Con B-7	5 x6	40.1	L	FP	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110.7	A	Tim 1732B	S.P	Gem	Std	Non	9500
Autocar L	....	156	34x6	36x14	Own Y	4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos	L-N‡	Own	P	Own B	A	4	Spi	Own Y	W	F	9.89	72.1	A	Own Y	Del	Ros	Hoo	Non	7400
Autocar M	...	120	34x6	36x14	Own Y	4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos	L-N‡	Own	P	Own B	A	4	Spi	Own Y	R	F	9.89	72.1	A	Own Y	Del	Ros	Hoo	Non	7200
Available L5	....	190	36x6	40x12	Wau EU	5 x6¼	40.0	L	FP	Wau	Chi	Str	G	Bos	Bos†	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	11.3	60.6	A	Tim 1730	Tut	Ros	Smi	Non	9500
Biederman	....	180°	36x7	36x14	Con 6B-6	3¾x5	33.7	L	PC	Han	Own	Zen	G	Del	Del	B-L	D	B-L 60	U	7	Spi	Tim	W	F	11.5	60.6	A	Shu	Mat	Ros	Day	Non	9200
Brockway T	....	174	36x6	40x14	Con B-7	5 x6	52.5	L	FP	Pha	Bus	Zen	V	Eis	L-N	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.33	.....	A	Tim 1732	She	Ros	Day	Non	9800
Brockway T15	....	176¾	36x6	40x14	Con B-7	5 x6	52.5	L	FP	Pha	Bus	Zen	V	Eis	L-N	B-L	D	B-L 60	A	7	Spi	Tim 6760	W	F	10.33	.....	A	Tim 1732	She	Ros	Day	Non	9800
Chicago	....	183°	36x6	40x12	Her L	4½x5¾	32.4	L	PC	Pie	Chi	Zen	G	Apo	Non	B-L	D	B-L 60	A	4	Pet	Tim 6760W	F	...	11.6	.....	A	Tim 1732	Mat	Gem	Smi	Non	8500
Clinton 120L	5140	204	36x6‡	36x7†	Bud BTU	5 x6½	40.0	L	PC	K.P.	Own	Zen	G	Bos	Bos	B-L	D	B-L 60	A	4	M-E	Tim 6760	W	F	8.80	47.1	A	Tim 1732B	Per	Ros	StM	.....	9400
Clinton 120LM	5250	204	36x6	36x7†	Bud BTU	5 x6½	40.0	L	PC	K.P.	Own	Zen	G	Bos	Bos	B-L	D	B-L 60 Max	A	7	M-E	Tim 6760	W	F	8.80	83.6	A	Tim 1732B	Per	Ros	StM	.....	9400
Clydesdale 2	....	176	36x7	40x7†	Con B-7	5 x6	40.0	L	FP	Own	Own	Zen	V	Bos	Bos*	B-L	D	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110.8	A	Tim 1732B	Per	Ros	Smi	Non	9750
Corbitt AA	....	178	36x6	40x6†	Bud BTU	5 x6½	40.0	L	FP	Sim	McC	Str	V	Eis	Bos‡	B-L	D	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110.8	A	Tim 1732B	She	Ros	Smi	Non	9410
Day-Elder L	....	170°	36x6	36x7†	Bud BTU	5 x6½	40.0	L	PC	Mon	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	54.8	A	Tim 1732B	She	Gem	Van	Fir	10000
Denby 210	....	170	36x6	40x6	Con B5	4¾x6	36.1	L	PC	.....	Lon	Zen	G	Eis	.....	Ful	D	Ful	A	4	U-P	Cla	I	D	12.5	62.7	...	Tim	Det	Ros	Smi	....	8590
Diamond T S	....	180	36x6	40x6†	Hin B-2	4¾x6	36.1	L	FP	Hin	G&O	Str	V	Bos	Opt‡	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	11.66	62.38	A	Tim 1732B	Mat	Gem	Int	Non	8750
Dixon	4490	160	36x5	36x12	Con L-4	4½x5½	32.4	L	FP	Pie	G&O	Zen	G	Bos	Non	Ful	D	Ful HUI	A	8	Spi	Tim 6666	W	F	Opt	Opt	A	Tim 1632B	S.P	Ros	Smi	Non	8100
Federal X-2	4750	163	36x6	40x6†	Con B-5	4¾x6	36.1	L	FP	Pha	Own	Zen	V	Eis	Rem†	B&B	P	W-G	A	4	Spi	Tim 6760	W	F	10.2	60.0	A	Tim 1630B	Mat	Gem	.....	Non	8700
Garford 68D	...	167	36x6‡	40x12	.....	5 x6½	40.0	L	PC	....	Own	....	G	.....	.....	.....	Own	D	.....	A	7	.....	.....	W	F	8.80	.....	A	.....	.....	.....	.....	Non	10000
§Gary B50	4850	182	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	McC	Chi	Str	V	Eis	Non	n-L	D	B-L	A	4	Spi	Tim 6760	W	F	11.6	56.4	A	Tim 1730	Mar	Ros	Day	Non	9250
G.M.C. K-101A	....	163	36x5	40x12	Own K101	4½x6	32.4	L	FP	Own	McC	Mar	G	Eis	Rem	Own	D	Own 101A	A	7	Own	Tim 6760	W	F	10.0	86.0	A	Tim 1632B	Own	Own	Day	Non	8670
G.M.C. K-101B	....	187	36x5	40x12	Own K101	4½x6	32.4	L	FP	Own	McC	Mer	G	Eis	Rem	Own	D	Own 101B	A	7	Own	Tim 6760	W	F	10.0	86.0	A	Tim 1632B	Own	Own	Day	Non	9120
Gotfredson 100	....	169	36x6	40x8†	Bud BTU	5 x6½	40.0	L	PC	Sim	McC	Zen	V	RBo	Non	B-L	D	B-L 60 Max	A	7	Spi	Tim 6760	W	F	10.2	54.8	B	Tim 1732B	Det	Gem	Day	Non	12000
Gramm-Berns'n 50	....	168	36x6	40x6†	Con B2	4¾x6	36.1	L	PC	Con	Own	Str	G	Eis	N-E	Own	D	Own 50	A	4	Own	She W-51	W	½	10.5	62.0	B	She 4FA20	Per	Ros	Smi	Non	9700
Guilder K5-6	5250	170	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	Pie	G&O	Zen	G	Eis	Non	B-L	D	B-L 60	A	4	M-E	Wis	R	½	9.00	.....	B	Shu 650	Mer	Ros	Van	.....	8800
Hahn M	4250	152°	36x5	36x12	Con L4	4½x5½	32.4	L	FP	Pha	Chi	Str	G	Bos	Del	B-L	D	.....	A	4	Spi	Tim 6666	W	...	10.33	.....	A	Tim 1630	Mer	Ros	Opt	Opt	9200
Hahn M2	4750	174°	36x5	40x12	Con B5	4¾x6	36.1	L	FP	Pha	Chi	Str	G	Bos	Del	B-L	D	.....	A	7	Spi	Tim 6666	W	...	8.75	.....	A	Tim 1730	Mer	Ros	Opt	Opt	8300
Indiana 51	....	182	36x6	40x12	Wau EU	5 x6¼	40.0	L	PC	Wau	McC	Str	V	Eis	Rem†	B&B	P	B-L 60	A	4	Spi	She W-52	W	½	10.2	54.8	A	She 4-FA-20	Bea	Woh	Smi	.....	9160
Indiana 52	....	182	36x6	40x12	Wau EU	5 x6¼	40.0	L	PC	Wau	McC	Str	V	Eis	Rem†	B&B	P	B-L60	A	7	Spi	She W52	W	½	10.2	96.9	A	She 4FA20	Bea	Woh	Smi	.....	9310
International 103	....	160	36x5	40x14	Own	4¼x5	28.9	H	SP	Own	Own	Own	G	RBo	Rem‡	Own	D	Own 103	A	4	Own	Own 103	I	D	11.0	69.9	B	Own 103	She	Own	Own	Non	7580
Kearns TF	....	160°	36x6	36x12	Wis VAU	4½x6	32.4	...	SP	.....	Own	Zen	..	.....	.....	Ful	D	Ful	A	4	.....	She	W	½	.....	.....	A	She	....	Ros	.....	.....	8400
Kenworth RS	5500	178	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	Pie	Own	Zen	V	RBo	Rem	B-L	D	B-L 60 Max	A	7	Spi	She W-51	W	½	8.75	89.0	A	She 5FA-30	Lah	Ros	Smi	.....	9700
King Zeitler	4525	168°	36x7	40x14	Con B5	4¾x6	36.1	L	FP	Pha	Chi	Str	G	Eis	Bos‡	B-L	D	B-L 60	A	4	Pie	Tim 6760	W	F	11.6	62.3	A	Tim 1732 B	Mar	Lav	StM	Fir	8600
Kissel Goliath	4385	168	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	Pie	McC	Str	V	Eis	....	B-L	P	W-G	A	..	Spi	She W32	W	½	11.75	58.6	..	She 3FA20	Mat	Ros	Smi	.....	8500
Kleiber	5300	185	36x6‡	40x14‡	Con B-5	4¾x6	36.1	L	FP	Non	R-T	Str	V	RBo	Non	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.3	54.8	A	Tim 1730	Bet	Ros	Smi	.....	10400
Krebs 84	....	183°	36x6‡	40x12‡	Con B5	4¾x6	36.1	L	PC	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 60	A	7	Spi	Tim 6666	W	F	10.3	97.8	A	Tim 1632	Mat	Ros	Smi	Fir	7950
LeMoon G5	....	Opt	36x6	40x6†	Con B-5	4¾x6	36.1	L	FP	Con	Chi	Str	G	Bos	Bos‡	B-L	D	B-L 60	A	4	Own	Tim 6766	W	F	11.6	.....	A	Tim 1730	Tut	Ros	StM	Non	8000
Luedinghaus	....	160°	36x6‡	40x6‡	Wau EU	5 x6¼	40.0	L	PC	Non	Own	Zen	G	Spl	Opt‡	B-L	D	B-L 60	A	4	Spi	Tim	W	F	11.6	.....	A	.....	.....	Ros	.....	.....	9500
Maccar G1	....	186	36x6	40x6†	Wis RBU	5 x6	40.0	L	PC	Pie	Own	S-Z	V	Eis	Bos‡	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	54.8	A	Tim 1732B	Row	Ros	Day	.....	8975
Mack AC	5500	156°	36x6	40x6†	Own AC	5 x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	Own	P	Own AC	J	4	Spi	Own AC	C	D	*8.31	53.3*	D	Own AC	Mer	Own	.....	Non	....
Master 61	....	158	36x5	40x12	Bud YBU	4½x6	32.4	L	PC	Pie	Chi	Zen	V	Eis	Non	Ful	D	Ful	A	4	Spi	Tim 6760	W	F	Opt	Opt	A	Tim 1630	Det	Ros	Smi	Non	8200
Moreland RX	5000	192	36x6	40x7	Con B-5	4¾x6	36.1	L	FP	Con	Own	.....	V	Spl	A-L‡	Own	D	Own 23H	A	5	Pet	Tim 6666	W	F	8.75	52.6	A	Tim 1632B	U.S	Ros	Smi	Non	8180
Northway C5	4500	160°	36x6	40x12	Own C	4 x6	25.6H	P	PC	.....	G&O	She	V	Bos	Bos	.....	.....	.....	R	...	.....	.....	A	Tim 1540B	Tut	Ros	.....	.....	.....	.....	.....	7260
Ogden G	....	175	36x6	40x12	Con B-5	4¾x6	36.1L		FP	Con	Chi	Zen	G	Eis	Ves	B-L	D	B-L 60	A	4	M-E	Tim 6766	I	...	10.3	.....	A	Tim 1540B	Tut	Ros	Sm	Non	8600
Pierce-Arrow RD	5000	162	36x6‡	36x7	Own RD	4½x6¾	32.4T		FP	Own	Own	Str	P	Del	Del	Own	D	Own RD	A	4	Spi	Own RD	W	F	7.8	40.4	B	Own RD	S.P	Own	Bet	....	8750
Robbins D	....	186	36x6	40x14	Bud BTU	5 x6½	40.0L		PC	K-P	Bus	Zen	G	RBo	Bos‡	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.25	54.8	A	Tim 1732B	Del	Gem	Van	Fir	10010

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For full name and address of manufacturer and information regarding complete line see page 42

Trade Name and Model	General: Chassis Price	Standard Wheelbase (inches)	Tire Size §§: Front (inches)	Tire Size §§: Rear (inches)	Engine: Make and Model	Engine: Bore and Stroke (inches)	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
Gasoline Tractor-Trucks—Con'd																																	
Kelly-Springfield K-76	3600	124	36x5	36x10	Con L5	4¼x5½	28.9	L	FP	Pie	Own	Zen	G	Eis	Opt	B&B	P	B-L 55	A	4	Pet	Own K76	W	½	11.6	62.0	A	Own K76	Mat	Ros	StM	Non	6400
Kelly-Springfield K-41	4400	126	36x5	36x12	Own K-41	4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Opt	B&B	P	B-L 60	A	4	Pet	Cla 3H	I	D	11.6	62.0	D	Own K41	Per	Gem	Cla	Non	7740
Kelly-Springfield K-42	3900	126	36x5	40x5	Own K-42	4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Opt	B&B	P	B-L 60	A	4	Pet	Std 607-5	W	½	10.2	54.8	A	Own K-42	Per	Gem	Smi	Non	8100
Kelly-Springfield K-61	5000	126	36x6	36x7†	Own K-61	4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Opt	B&B	P	B-L 60	A	4	Pet	Cla 5H	I	D	11.6	62.0	D	Own K-61	Per	Gem	Cla	Non	9025
Kelly-Spr'gfi'ld K-100	5000	143	36x6	40x14	Own	4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Opt	B&B	P	B-L60 Max	A	7	Pet	Own	C	D	13.41	127.0	A	Own	Per	Gem	Smi	Non	9400
Mack AB 5-Ton	3400	122½	36x4	36x4†	Own AB	4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	Own	D	Own AB	U	4	Spi	Own AB	C	D	10.5	51.1	B	Own AB	Mer	Own	.....	Non	....
Mack AC 7-Ton	4950	128	36x5	40x5†	Own AC	5 x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	Own	P	Own AC	J	4	Spi	Own AC	C	D	9.06	58.0	D	Own AC	Mer	Own	.....	Non	....
Mack AC 10-Ton	5500	128	36x6	40x6†	Own AC	5 x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	Own	P	Own AC	J	4	Spi	Own AC	C	D	9.69	62.2	D	Own AC	Mer	Own	.....	Non	....
Mack AC 13-Ton	5750	128	36x6	40x12	Own AC	5 x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	Own	P	Own AC	J	4	Spi	Own AC	C	D	10.5	67.4	D	Own AC	Mer	Own	.....	Non	....
Mack AC 15-Ton	6000	128	36x7	40x7†	Own AC	5 x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	Own	P	Own AC	J	4	Spi	Own AC	C	D	11.5*	73.5*	D	Own AC	Mer	Own	.....	Non	....
Pierce-Arrow XB	3500	118	36x5	36x5	OwnXB	4 x5½	25.6	T	FP	Own	Own	Str	P	Del	Del	Own	D	Own XB	A	4	Spi	Own XB	W	½	9.25	50.2	A	Own	S.P	Own	Own	Non	6280
Pierce-Arrow RD	4700	118	36x6	36x6	Own RD	4½x6¾	32.4	T	FP	Own	Own	Str	P	Del	Del	Own	D	Own RD	A	4	Spi	Own RD	W	F	7.8	41.5	B	Own	S.P	Own	Own	Non	8490
Pierce-Arrow RF	5200	118	36x6	36x6	Own RF	4½x6¾	32.4	T	FP	Own	Own	Str	P	Del	Del	Own	D	Own RF	A	4	Spi	Own RF	W	F	10.0	51.9	B	Own	S.P	Own	Own	Non	9540
Saurer	6500	Opt	40x6‡	40x7	Own	4⅜ x7½	29.3	L	PS	Own	Own	G	Sci	Opt	Own	K	Own	U	4	Own	Own	B	F	7.87	50 0	B	Own	Own	Own	Own	.....	7500
Schacht 5 Ton	3400	129½	36x4	36x8	Wis UAU	4¼x6	28.9	L	PC	Dup	Own	Zen	G	Bos	Non	B&B	P	Own 5	A	8	Spi	Own G	W	F	8.5	40.4	B	Own	She	Own	.....	Non	6400
Schacht 7 Ton	3800	129½	36x5	36x10	Wis VAU	4½x6	32.4	L	PC	Dup	Own	Zen	G	Bos	Non	Ful	D	Own 7	A	8	Spi	.....	R	F	10.4	49.4	B	Own	She	Own	.....	Non	7500
Schacht 10 Ton	4400	131½	36x6	40x12	Wis RBU	5 x6	40.0	L	PC	Dup	Own	Zen	G	Bos	Non	Ful	D	Own 10	A	8	Spi	.....	R	F	14.0	66.5	B	Own	She	Own	.....	Non	8200
Schacht 13 Ton	4600	131½	36x6	40x12	Wis RBU	5 x6	40.0	L	PC	Dup	Own	Zen	G	Bos	Non	Ful	D	Own 13	A	8	Spi	.....	R	F	14.0	66.5	B	Own	She	Own	.....	Non	8400
Schacht 15 Ton	5000	131½	36x7	40x7	Wis RBU	5 x6	40.0	L	PC	Dup	Own	Zen	G	Bos	Non	Ful	D	Own 15	A	8	Spi	.....	W	F	14.0	66.5	B	Own	She	Own	.....	Non	9000
Service 61	....	127⅜	36x4	36x8	Bud EBUI	4¼x5½	28.9	L	PC	Non	.....	Str	V	Eis	Rem	B&B	P	B-L51	A	4	Spi	Tim 6566	W	F	7.75	41.5	A	Tim 1544B	She	Ros	Int	.....	5785
Service 81	....	131⅞	36x5	36x10	Bud YBUI	4½x6	32.4	L	PC	Non	.....	Str	V	Eis	Rem	B&B	P	B-L60	A	4	Spi	Tim 6666	W	F	7.8	41.7	A	Tim 1632B	She	Ros	Int	.....	7900
Service 103	....	131⅞	36x6	40x12	Bud YBUI	4½x6	32.4	L	PC	Non	.....	Str	V	Eis	Rem	B&B	P	B-L60	A	7	Spi	Tim 6760	W	F	10.25	97.3	A	Tim 1732B	She	Ros	Int	.....	9150
Sterling DWS-10T	....	130	36x4	36x8	Own CU	4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Eis	.....	B-L	D	B-L 50	U	4	Spi	Tim 6566	W	F	8.5	45.5	A	Tim 1544B	Mat	Ros	Hoo	.....	4680
Sterling EW-15T	....	148	36x5	40x10	Own DU	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	.....	H-S	O	Own	A	4	Spi	Tim 6666	W	F	10.3	46.6	A	Tim 1632B	Mat	Ros	Hoo	.....	7775
Sterling EW-20T	....	148	36x6	40x12	Own DU	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	.....	H-S	O	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	61.0	A	Tim 1632B	Mat	Ros	Hoo	.....	8675
Sterling EWS-24T	....	148	36x6	40x12	Own EU	5 x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	.....	H-S	O	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	61.0	A	Tim 1732B	Mat	Ros	Hoo	.....	9175
Sterling EC-20T	....	148	36x6	40x12	Own DU	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	.....	H-S	O	Own	A	6	B.G	Own	C	D	8.7	52.2	A	Tim 1632B	Mat	Ros	Hoo	.....	8100
Sterling EC8-24T	....	148	36x6	40x12	Own EU	5 x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	.....	H-S	O	Own	A	6	B.G	Own	C	D	8.7	52.2	A	Tim 1632B	Mat	Ros	Hoo	.....	8400
Sterling EC-50T	....	148	36x7	40x14	Own GU	5⅜x6¼	46.0	L	PC	Wau	Own	Zen	V	Eis	.....	H-S	O	Own	A	6	B.G	Own	C	D	9.8	59.5	A	Tim 1732B	Mat	Ros	Smi	.....	10100
Walter FL 7 Ton	....	Opt	40x6	40x8	Own FY	4 x5¾	25.6	L	PC	Own	Own	Str	V	Wes	N-E	Own	D	Own FE	U	5	Own	Own FE	W	F	8.50	85.0	A	Own FE	.....	Ros	Day	Non	7700
Walter F 10 Ton	....	.....	40x7	40x8	Own DU	4½x6¼	32.4	L	PC	Own	Own	Zen	V	Wes	N-E	M-E	P	Own F	U	5	Own	Own F	W	F	8.50	85.0	A	Own F	.....	Ros	Day	Non	8500
Walter FR 15 Ton	....	Opt	40x8	40x7†	Own DY	4½x6¾	32.4	L	PC	Own	Own	Zen	V	Wes	N-E	Own	D	Own FR	U	5	Own	Own FR	W	F	8.50	85.0	A	Own FR	.....	Ros	Day	Non	9200

Manufacturers and Models Included in the Specification Tables

List Includes Manufacturers of Buses and Electric Trucks

Trade Name	Capacity	Name	Address
Ace	2½-Bus	American Motor Truck Co.	Newark, Ohio
Acme	1, 1½, 2, 3, 5, 6¼-Bus	Acme Motor Truck Co.	Cadillac, Mich.
Acorn	2½, 4	Acorn Motor Truck Co.	Chicago, Ill.
American-La France	2½, 3½, 5, 6, 7-T. T.	American-La France Fire Engine Co.	Elmira, N. Y.
Armleder	1½, 2½, 3½ T. T.	O. Armleder Motor Truck Co.	Cincinnati, Ohio
Atterbury	1½, 2½, 3½, 5	Atterbury Motor Car Co.	Buffalo, N. Y.
Autocar	1, 1¼, 1½, 2, 2½, 3, 5, T. T.	Autocar Co.	Ardmore, Pa.
Available	1, 1½, 2, 2½, 3½ 4, 5	Available Truck Co.	Chicago, Ill.
Bessemer	1, 1½, 2½	Bessemer Motor Truck Co.	Plainfield, N. J.
Bethlehem	1, 2, 2½, 3½	Bethlehem Motors Corp.	Allentown, Pa.
Betz	1, 2½,	Betz Motor Truck Co.	Hammond, Ind.
Biederman	1, 1¼, 1½, 2½, 3½, 5	Biederman Motors Co.	Cincinnati, Ohio
Bridgeport	1½, 2½, 4-Bus	Bridgeport Motor Truck Corp.	Stratford, Conn.
Brinton	1½, 2½	Brinton Motor Truck Co.	Philadelphia, Pa.
Brockway	1¼, 2, 3, 4, 5-Bus	Brockway Motor Truck Corp.	Cortland, N. Y.
C. T. Elec.	½, ¾, 1, 2, 3, 3½, 5	Commercial Truck Co.	Philadelphia, Pa.
Casco	1, 2	Casco Motors, Inc.	Sanford, Me.
Chevrolet	½, 1	Chevrolet Motor Co.	Detroit, Mich.
Chicago	1, 1½, 2½, 3½, 5	Chicago Motor Truck, Inc.	Chicago, Ill.
Clinton	1¼, 2, 3, 4, 5 to 7-Bus	Clinton Motors Corp.	Reading, Pa.
Clydesdale	1¼, 1½, 2, 2½, 3, 3½, 5	Clydesdale Motor Truck Co.	Clyde, Ohio.
Commerce	1½, 2, 2½-Bus	Commerce Motor Truck Co.	Ypsilanti, Mich.
Concord	1½, 2, 2½, 3	Abbott-Downing Truck & Body Company	Concord, N. H.
Corbitt	1¼, 2, 2½, 3, 4, 5	Corbitt Motor Truck Co.	Henderson, N. C.
Day-Elder	1½, 2, 2½, 3, 4, 5, Bus.	Day-Elder Motors Corp.	Newark, N. J.
Defiance	1¼, 1½, 2, 3	Century Motor Truck Co.	Defiance, Ohio
Denby	1½, 2, 2½, 3, 4, 5-Bus	Denby Motor Truck Corp.	Detroit, Mich.
Diamond T	1, 1¼, 1½, 2½, 3½, 5	Diamond T Motor Car Co.	Chicago, Ill.

Trade Name	Capacity	Name	Address
Nash	1, 2	Nash Motors Co.	Kenosha, Wis.

Trade Name	Capacity	Name	Address
Bridgeport	1½, 2½, 4-Bus	Bridgeport Motor Truck Corp.	Stratford, Conn.
Brinton	1½, 2½	Brinton Motor Truck Co.	Philadelphia, Pa.
Dixon	1½, 2, 2½, 3½, 5	Dixon Motor Truck Co.	Altoona, Pa.
Dodge Brothers	¾	Dodge Brothers, Inc.	Detroit, Mich.
Dorris	1, 2½, 3½-Bus	Dorris Motor Car Co.	St. Louis, Mo.
Double Drive	3	Double Drive Truck Co.	Benton Harbor, Mich.
Duplex	1, 1½, 2, 3, 3½-Bus	Duplex Truck Co.	Lansing, Mich.
Eagle	1¼, 2½	Eagle Motor Truck Corp.	St. Louis, Mo.
F. W. D.	3	Four-Wheel Drive Auto Co.	Clintonville, Wis.
Fageol	1½, 2, 3, 4, 6-Bus	Fageol Motors Co.	Oakland, Cal.
Federal	1, 1¼, 1½, 2½, 4, 5-Bus, T. T.	Federal Motor Truck Co.	Detroit, Mich.
Fifth Avenue	Bus	Fifth Avenue Coach Co.	New York City.
Fisher Fast Freight	1½	Standard Motor Truck Co.	Detroit, Mich.
Flint Road King	1½	Flint Motor Co.	Flint, Mich.
Ford	1	Ford Motor Co.	Highland Park, Mich.
Front Drive	1½	Double Drive Truck Co.	Benton Harbor, Mich.
G. M. C	1, 1½, 2½, 3½, 5-T. T.	General Motors Truck Co.	Pontiac, Mich.
Garford	1, 1½, 2½, 4, 5, 7½ T. T. Bus	Garford Motor Truck Co.	Lima, Ohio
Gary	1, 2½, 3, 3½, 5-Bus	Gary Motor Corp.	Gary, Ind.
Gotfredson	1, 1½, 2, 3, 4, 5	Gotfredson Truck Corp.	Detroit, Mich. & Walkerville, Ont.
Graham Bros.	1, 1½-Bus	Graham Brothers	Detroit, Mich.
Gramm-Bernstein	1, 1¼, 1½, 2½, 3, 4, 5	Gramm-Bernstein Motor Truck Co.	Lima, Ohio
Gramm & Kincaid	1, 1¼, 2, 2½, 3, 4	Gramm & Kincaid Motors, Inc.	Lima, Ohio
Grass Premier	1, 1½, 2, 2½, 3½ Bus	Grass Premier Truck Co.	Sauk City, Wis.
Guilder	1¼, 1½, 2, 3, 4, 5, 6-Bus	Guilder Engineering Co.	Poughkeepsie, N. Y.
Hahn	1¼, 1½, 2, 2½, 3, 5	Hahn Motor Truck Co.	Hamburg, Pa.
Harvey	2½, 3½, Bus T. T.	Harvey Motor Truck Co.	Harvey, Ill.
Hug	1, 1½, 2	Hug Company	Highland, Ill.
Indiana	1, 1½, 2, 2½, 3½, 5	Indiana Truck Corp.	Marion, Ind.
International	1, 1½, 2, 3, 5-Bus	International Harvester Co. of America	Chicago, Ill.
Kearns	1½, 2, 2½, 3½, 5	Kearns Dughie Motors Co.	Lewistown, Pa.
Kelland (Elec.)	½, ¾, 1	Kelland Motor Car Co.	Newark, N. J.
Kelly-Springfield	1½, 2½, 3½-5-7	Kelly-Springfield Motor Truck Co.	Springfield, Ohio
Kenworth	1, 1½, 2, 3, 4, 5	Kenworth Motor Truck Corp.	Seattle, Wash.
King Zeitler	1, 1½, 2½, 3½, 5	King Zeitler Co.	Chicago, Ill.
Kissel	1, 1½, 4, 5 Bus	Kissel Motor Car Co.	Hartford, Wis.
Kleiber	1, 1½, 2½, 3½, 5	Kleiber Motor Truck Co.	San Francisco, Cal.
Krebs	1½, 2, 2½, 3, 4, 5, 7½	Krebs Motor Truck Co.	Bellevue, Ohio
Lange	1½, 2½, 3½	Lange Motor Truck Co.	Pittsburgh, Pa.
Lansden (Elec.)	¾, 1, 2, 3½, 5, 6	Lansden Company	Danbury, Conn.
Larrabee-Deyo	¾, 1¼, 1½, 2¼, 2½, 3½-Bus	Larrabee-Deyo Motor Truck Co., Inc.	Binghamton, N. Y.
LeMoon	1, 1½, 2, 2½, 3½, 5	Nelson & Le Moon Truck Co.	Chicago, Ill.
Luedinghaus	1, 1½, 2½, 3½, 5	Luedinghaus-Espenschied Wagon Co.	St. Louis, Mo.
Maccar	1¼, 1½, 2, 3, 4, 5	Maccar Truck Co.	Scranton, Pa.
Mack	1½, 2, 2½, 3½, 5, 6½, 7½-Bus T. T.	International Motor Co.	New York, N. Y.
Master	1¼, 1½, 2½, 3, 3½, 4, 5, 5½-Bus	Master Motor Truck Mfg. Co.	Chicago, Ill.
Menominee	1, 1¼, 1½, 2½, Bus	Menominee Motor Truck Co.	Clintonville, Wis.
Moreland	1, 1½, 2, 2½, 3, 3½, 5	Moreland Motor Truck Co.	Burbank, Cal.
Diamond T	1, 1¼, 1½, 2½, 3½, 5	Diamond T Motor Car Co.	Chicago, Ill.
Nash	1, 2	Nash Motors Co.	Kenosha, Wis.
National	2, 3, 3½	National Steel Car Corp., Ltd.	Hamilton, Ont., Canada
Noble	1, 1½, 2, 2½, 3, 3½, 4	Noble Motor Truck Co.	Kendallville, Ind.
Northway	1¼, 3, 5	Northway Motors Corp.	Natick, Mass.
O. B. (Elec.)	2, 3½, 5	O. B. Electric Vehicles, Inc.	Long Island City N. Y.
O. K.	1, 1½, 2, 2½, 3½	Nolan Truck Co.	Okay, Okla.
Ogden	1, 1½, 2½, 3½, 5	Ogden Truck Co.	Chicago, Ill.
Oshkosh	2, 2½, 4	Oshkosh Motor Truck Mfg. Co.	Oshkosh, Wis.
Overland	½	Willys-Overland Co.	Toledo, Ohio.
Patriot	1¼, 2, 3	Patriot Mfg. Co.	Havelock, Neb.
Penn	1, 2	Penn Motors Corp.	Philadelphia, Pa.
Pierce-Arrow	2, 3, 4, 5, 6, 7½, T. T.	Pierce-Arrow Motor Car Co.	Buffalo, N. Y.
Rainier	¾, 1, 1½, 2, 2½, 3½, 6	Rainer Trucks, Inc.	Long Island City, N. Y.
Rehberger	2, 3, 4, 5	Arthur Rehberger & Son, Inc.	Newark, N. J.
Reo	1¼-Bus	Reo Motor Car Co.	Lansing, Mich.
Republic	1¼, 1½, 2, 3, 4 Bus	Republic Motor Truck Co., Inc.	Alma, Mich.
Rowe	2½, 3, 4, 5	Rowe Motor Mfg. Co.	Lancaster, Pa.
Ruggles	1, 1¼, 1½, 2, 2½, 3-Bus	Ruggles Motor Truck Co.	Saginaw, Mich.
Rumely	1½	Advance Rumely Thresher Co.	Laporte, Ind.
Safeway Six Wheeler	Bus	The Six Wheel Co.	Philadelphia, Pa.
Sandow	1, 1½, 2, 2½, 3½, 5	Sandow Motor Truck Co.	Chicago Heights, Ill.
Sanford	1, 1½, 2½, 3½, 5	Sanford Motor Co.	Syracuse, N. Y.
Saurer	6½, T. T.	Adolph Saurer, Inc.	New York, N. Y.
Schacht	1, 1½, 2, 2½, 3, 3½, 4, 5-Bus	G. A. Schacht Motor Truck Co.	Cincinnati, Ohio.
Selden	1¼, 2, 2¼, 2½, 3, 3½, 4, 5-Bus	Selden Truck Corp.	Rochester, N. Y.
Service	1, 1½, 2½, 3½, 5 T. T.	Service Motors, Inc.	Wabash, Ind.
Standard	1¼, 1½, 2½, 3½, 6	Standard Motor Truck Co.	Detroit, Mich.
Star	¾	Durant Motor Co. of N. J.	Elizabeth, N. J.
Steinmetz (Elec.)		Steinmetz Electric Motor Car Corp.	Arlington, Baltimore, Md.
Sterling	1, 1½, 2, 2½, 3, 3½, 5, 6, 10, T.T-Bus	Sterling Motor Truck Co.	Milwaukee, Wis.
Stewart	1, 1½, 2, 2½, Bus 3½-4	Stewart Motor Corp.	Buffalo, N. Y.
Stoughton	1¼, 1½, 2, 3.	Stoughton Wagon Co.	Stoughton, Wis.
Super Truck	2½, 3, 3½, 5	O'Connell Motor Truck Co.	Waukegan, Ill.
Traffic	1½, 2, 3	Traffic Motor Truck Corp.	St. Louis, Mo.
Traylor	1½, 3, 5	Traylor Eng. & Mfg. Co.	Allentown, Pa.
Twin City	2½, 3½-Bus	Minneapolis Steel & Machinery Co.	Minneapolis, Minn.
U. S.	1¼, 1½, 2, 2½, 3, 4, 5-7	United States Motor Truck Co.	Cincinnati, Ohio
Union	1½, 2½, 4, Bus	Union Motor Truck Co.	Bay City, Mich.
United	1, 1¼, 1½, 2, 2½, 3, 5	United Motor Products Co.	Grand Rapids, Mich.
Uppercu	Bus	Aeromarine Plane & Motor Co., Inc.	Keyport, N. J.
Victor	1¼, 1½, 2, 2½, 3½, 5, 6	Victor Motors, Inc.	St. Louis, Mo.
Wachusett	1, 1½, 2, 2½	Wachusett Motors, Inc.	Fitchburg, Mass.
Walker (Elec.)	½, ¾, 1, 2, 3½, 5	Walker Vehicle Co.	Chicago, Ill.
Walter (Elec.)	T. T.	Walter Motor Truck Co.	Long Island City, N. Y.
Ward (Elec.)	750 lbs. to 7 ton	Ward Motor Vehicle Co.	Mt. Vernon, N. Y.
Ward La France	2½, 3½, 5, 7-Bus	Ward La France Truck Corp.	Elmira, N. Y.
White	¾, 2, 2½, 3½, 5-Bus	White Co.	Cleveland, Ohio
Wilcox	1, 1½, 2½, 3½, 5 Bus	Wilcox Trux, Inc.	Minneapolis, Minn.
Winther	1½, 2½, 3, 3½, 5, 7	Winther Motor Co.	Kenosha, Wis.
Witt Will	1½, 2, 2½, 3, 4, 5	Witt Will Co., Inc.	Washington, D. C.
Yellow Cab	¾, 1-Bus	Yellow Cab Mfg. Co.	Chicago, Ill.

DETAILED MOTOR

This Table Comprises Motor Bus Chassis Which Are

For Other Chassis Which Are Recommended and in the "COMMERCIAL

Line Number	MAKE AND MODEL	GENERAL								ENGINE							ELECTRICAL SYSTEM				NORMAL SPEED	
		Seating Capacity	Chassis Price	Weights: Chassis Only	Weights: Chassis with Body	Weights: Recommended Body Allowance	Wheelbase	Tread: Front	Tread: Rear	Make and Model	Number of Cylinders Bore and Stroke	Rated Horse Power N.A.C.C.	Valve Arrangement	Oiling System	Radiator Make	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Ignition System Make	Generator and Starter Make	Battery: Make	Battery: Model	Battery: Voltage and Amp. Hr. Cap.	High M. P. H.	Low M. P. H.
1	Ace C	30	4850	6500	11500	5000	204	70	80½	Cont 7T	6-4 1/8x5½	40.8	I	PC	Own	Zen	V	Eis	Rem	USL	3HVX8X	6-110	6.0	35
2	Acme 116	18	....	4910	8460	....	180	58	68	Cont 6B	6-3¾x5	33.7	L	PC	Per	Zen	V	Eis	Del	Wil	SJRT-6	6-153	....	45
3	Acme 118	22	....	5110	9280	....	205	58	68	Cont 6B	6-3¾x5	33.7	L	PC	Pen	Zen	V	Eis	Del	Wil	SJRT-6	6-153	....	45
4	Bridgeport 45	30	3850	5500	.....	.....	178	60	72	Buda EBU	4-4¼x5½	28.9	L	PC	.....	Zen	V	Eis	Bos *	Wil	.....	6-120	....	....
5	Brockway EB	18	....	3850	6350	2500	153	58	58	Wisc SU	4-4 x5	25.6	I	FP	G&O	Zen	V	Eis	L-N	Exi	3XE15-1	12-220	10.0	42
6	Brockway EB4	18	....	4000	6400	2500	153	58	58	Wisc 6Y	6-3 5/8x5	....	I	FP	G&O	Zen	V	.....	L-N	Exi	3XE15-1	12-220	11.0	45
7	Brockway H	22	....	4975	7975	3000	164	60	65 7/8	Cont 6B	6-3¾x5	33.7	L	FP	G&O	Zen	V	Eis	L-N	Exi	3XE15-1	12-220	8.5	45
8	Brockway J	25	....	6585	10585	4000	185	66½	71	Cont 6B	6-3¾x5	33.7	L	FP	G&O	Zen	V	Eis	L-N	Exi	3XE15-1	12-220	6.5	35
9	Clinton 65B	30	4075	5925	8700	2725	184	58½	58½	Buda EBU	4-4¼x5½	28.9	L	PC	Own	Zen	V	Bos	Bos	Pol	615KPN	6-180	3.0	30
10	Clinton 65BS	35	4800	6600	9600	3000	220	68	76¾	Buda YBU	4-4½x6	32	4	L	PC	Own	Zen	V	Bos	Bos	Pol	615KPN	6-180	3.0	35
11	Commerce 60	25	5000	....	.....	3000	229	68	75	Cont 6B	6-3¾x5	33.7	L	PC	Lon	Zen	V	Bos	Bos	Wil	SJRT30	6-153	35	6.0
12	Commerce 65	29	6000	....	.....	3500	242	68	75	Cont 14H	6-4½x5¾	48.6	L	PC	Lon	Zen	V	Bos	L-N	Wil	SJRT 30	12-153	35	5.0
13	Concord	25	....	.....	.....	....	196	58½	58½	Buda Bus	6-4x5 1/8	38.0	L	PC	Bus	Zen	V	Bos	L-N	Exi	6LXRE13-3	12-240	42	6.5
14	Day-Elder 20	..	....	5200	7700	2500	168	56	58	Buda KBU	4-4 x5¼	25.6	L	PC	Bus	Zen	V	Eis	Bos	Wil	SJRT6	6-153	35	10.0
15	Day-Elder 25	..	....	5600	8600	3000	180	58	58½	Cont 6B	6-3¾x5	33.7	L	PC	Bus	Zen	V	Eis	Bos	Wil	SJRT6	6-153	35	7.0
16	Day-Elder 30	..	....	7000	11000	4000	196	68½	74	Buda BUS	6-4x5 1/8	38.4	L	PC	Bus	Zen	V	Eis	L-N	Wil	SJRT6	12-153	35	7.0
17	Denby 36	30	....	7000	10500	3500	216	74	74	Cont 6B	6-3¾x5	33.7	L	PC	Lon	Zen	V	RBo	RBo	Wil	SJRT 30	12-153	30	....
18	Dorris L-6	25	....	5450	10300	....	224	72¼	68	Own	6-4 x5	38.4	I	PC	Mod	Str	V	Bos	N-E	Wil	SJRT30	12-135	40	5.0
19	Duplex FB	23	....	5500	.....	3000	181	58	72	Buda EBUI	4-4¼x5½	28.9	L	PC	Mod	Zen	V	Eis	Wes	Pol	.....	6-220	35	10.0
20	Fageol Parlor Car	2	6000	6770	10550	....	230	72	78¼	HaS 75	6-4¼x5½	43.6	1	PC	Lon	Zen	V	Del	Del	Exi	6LXRE13-3	12-240	35	7.0
21	Fageol Street Car	29	5300	6480	10000	....	218	70	78¼	HaS 50	4-4¼x5½	28.9	I	PC	Lon	Zen	V	Del	Del	Exi	6LXRE13-3	12-240	35	7.0
22	Federal	25	....	5450	.....	2500	190	60	60	Cont 6B	6-3¾x5	33.7	L	PC	Mod	Zen	V	Eis	Rem	Exi	3LXRE	6-185	35	6.0
23	Fifth Ave. J	25	....	5850	8530	2780	172	67 5/8	71½	Yell EZ	4-4 x6	25.6	X	PC	Own	Zen	V	Eis	N-E	Wil	STRN27	12-90	30	7.5
24	Fifth Ave. L	55	....	6850	12040	5190	174¾	67	77½	Yell EZ	4-4 x6	25.6	X	PC	Own	Zen	G	Eis	N-E	Wil	STRN27	12-90	27	5.0
25	Garford 51D	29	....	6500	9900	3400	187	68	80	Buda Bus	6-4x5 1/8	38.0	L	PC	Own	Str	V	Spl	Rem	Wil	STRN6	6-190	35	5.0
26	Garford KB	17	....	3600	6000	2400	180	58	59½	Wis Y	6-3 3/8x5	27.3	I	FP	Lon	Zen	V	A-L	A-L	Wil	SJRT-5	6-135	35	7.3
27	Garford CB	29	....	6900	11300	4400	220	72	76	Wis Z	6-4½x5	48.6	I	FP	Lon	Zen	V	Spl	L-N	Wil	SJRT-30	12-153	57	11.9
28	Gary 45B	40	5500	.....	.....	....	220	68	72	Bud GL6	6-4½x6	48.6	..	....	Chi	Str	V	Rem	Rem	.....	.....	.....	.....	.....
29	Graham Bros. YB	21	1600	3700	6200	2500	158	56	56	Dodge	4-3 7/8x4½	24.0	L	PS	McC	Ste	V	N-E	N-E	Exi	6LXR11-1	12-90	30	4.0
30	Grass Premier ZR3	22	5200	5150	8600	3500	200	70	76½	Wau	6-4 3/8x5¾	45.9	L	PC	Chi	Str	V	Eis	Ros	Exi	.....	6	40	2.0
31	Guilder 20	17	2500	3650	.....	....	152	56	56	Cont 8R	6-3 3/8x4½	27.3	..	....	G&O	Zen	V	.....	Bos	.....	.....	.....	.....	.....
32	Guilder 36	25	4850	6000	.....	....	204	68	72	Buda Bus	6-4 x5 1/8	38.0	..	....	G&O	Zen	V	.....	L-N	.....	.....	.....	.....	.....
33	International SL	16	....	.....	.....	....	150	56	56½	Lyc Spec	4-3½x5	19.6	L	PC	.....	Own	G	Con	A-L	Pol	.....	6-100	35	....
34	Kissel	18	4500	5200	7780	2400	202	64½	66	Own 4-36	4-4¼x5½	28.9	L	Sp	Spa	Str	V	Bos	Rem	Wil	SJRT6	6-153	40	....
35	Larrabee X-2, L-10	15	1965	3450	4850	1400	155	56	56	Cont 8R	6-3 3/8x4½	27.3	L	PC	Fed	Zen	V	Bos	Bos	Exi	3XE15	6-80	40	8.0
36	Larrabee XH4	25	....	6980	10000	3000	220	64	72	Cont 6B	6-3¾x5	33.7	L	PC	Fed	Zen	V	L-N	L-N	Exi	6LXRE13-1	12-240	35	5.0
37	Maccar	..	....	7500	12000	4500	228¾	73	77	Buda Bus	6-4 x5 1/8	38.4	L	PC	Bus	Str	V	DJ	Bos	Pol	615KPK	6-240	40	7.5
38	Mack AB	25	4650	....	.....	....	196	68	63⅜	Own AB	4-4¼x5	28.9	L	PC	Own	Str	V	Spl	N-E ‡	Exi	6LXRE13	12-120	41	10.0
39	Mack AB	29	4750	....	.....	....	225	68	63⅜	Own AB	4-4¼x5	28.9	L	PC	Own	Str	V	Spl	N-E ‡	Exi	6LXRE13	12-120	41	10.0
40	Mack AB	25	4750	....	.....	....	230	68	63⅜	Own AB	4-4¼x5	28.9	L	PC	Own	Str	V	Spl	N-E ‡	Exi	6LXRE13	12-120	41	10.0
41	Master	30	....	6000	9500	3500	194	59	59	Buda EBU	4-4¼x5½	28.9	L	PC	Chi	Zen	V	Eis	Wes	Wil	.....	12-	25	5.0
42	Menominee T	16	....	4290	7500	3200	175°	60	58	Wisc Y	6-3 3/8x5	27.3	L	PC	Own	Zen	V	Rem	Rem	Wil	SJRT6	6-153	38	....
43	Menominee DB	25	....	6020	9100	3200	186	68	73	Wisc TAU	4-4 x6	25.6	L	PC	Own	Zen	V	Eis	Bos	Wil	SJRT6	6-153	32	6.0
44	Moreland RC	16	2280	3850	5850	2000	180	56	57¼	Herc OBX	4-4 x5	25.6	L	PC	Own	Zen	V	Spl	A-L	Hob	6HTXR15A	6-140	25	....
45	Moreland EC	20	3780	4590	7590	3000	178	61	58	Cont K4	4-4 1/8x5¼	27.3	L	FP	Own	Sch	V	Spl	Spl	Hob	6HTXR15A	6-140	25	....
46	Moreland AC	25	4700	5660	9160	3500	187	68	69	Cont L4	4-4½x5½	32.5	L	FP	Own	Sch	V	Spl	Spl	Hob	6HTXR15A	6-140	25	....
47	Pierce-Arrow Z	25	4600	6100	9100	3000	196	68	75⅝	Own	6-4 x5½	38.0	T	FP	Own	Own	P	Del	Del	Wil	SJRT30	12-132	50	3.0
48	Pierce-Arrow Z	30	4750	6200	9700	3500	220	68	75⅝	Own	6-4 x5½	38.0	T	FP	Own	Own	P	Del	Del	Wil	SJRT30	12-132	50	3.0
49	Reo W Sedan	16	2350	3700	7250	3500	176	56	57¼	Own W	6-3 1/16x5	24.3	F	PS	Own	Sch	V	N-E	N-E	Wil	SJRT6	6-153	37	10.0
50	Reo W Street Car	21	2525	3860	7360	3500	176	56	57¼	Own W	6-3 1/16x5	24.3	F	PS	Own	Sch	V	N-E	N-E	Wil	SJRT6	6-153	37	10.0
51	Republic 81	15	....	.....	.....	2000	185	60	58	Lyc	4-4 x5	25.6	L	PC	Own	Str	V	Bos	Bos	USL	.....	6-156	35	....
52	Ruggles 60	20	....	4500	6300	....	180	58	69½	Wis	6-3 3/8x5	27.3	I	FP	Per	Zen	V	Rem	Rem	Wil	STRN-6	6-177	45	5.5
53	Ruggles 65	25	....	5300	.....	....	200	68	69½	Wis	6-3 3/8x5	27.3	I	FP	Per	Zen	V	Rem	Rem	Wil	STRN-6	6-177	45	....
54	Ruggles 70	30	....	5500	8800	....	218	68	72	Wis	6-4½x5	48.6	I	PC	Per	Zen	V	Rem	Rem	Wil	STRN-6	6-177	45	5.5
55	Safeway Six Wheeler	27	....	....	11000	....	224°	68	78	Cont 6B	6-3¾x5	33.7	L	PC	Mod	Str	V	Eis	N-E	Wil	.....	12-154	.....	.....
56	Safeway 6 Wh'l'r 64	29	....	8000	12650	....	224	68	78	Con 12T	6-4¼x5½	44.0	L	FP	Mod	Str	V	Eis	N-E	Wil	SJRT-6	12-154	30	....
57	Safeway 6 Wh'l'r 63	27	....	8500	12950	....	255	68	78	Con 12T	6-4¼x5½	44.0	L	FP	Mod	Str	V	Eis	N-E	Wil	SJRT-6	12-154	35	....
58	Safeway 6 Wh'l'r 55	27	....	8750	12950	....	255	71	78	Con 14H	6-4½x5¾	49.0	L	FP	U.S	Str	V	Eis	N-E	Wil	SJRT-6	12-154	35	....
59	Safeway 6 Wh'l'r 66	..	....	10000	16550	....	234	74	78	Con 14H	6-4½x5¾	49.0	L	FP	U.S	Str	V	Eis	N-E	Wil	KBR-13	12-285	20	....
60	Schacht	25	5900	....	.....	4000	217°	67½	84¾	Wis Z	6-4½x5	48.6	L	FP	Own	Sch	V	RBo	L-N	Alc	AF11	12-175	55	....
61	Selden Pacemaker	18	2350	3650	.....	2000	162°	56	56	Cont 8R	6-3 3/8x4½	33.7	L	PC	Own	Str	V	N-E	N-E	Wil	SJRT 30	12-153	50	5.0
62	Selden 52	..	....	7200	10200	3000	195	68	74	Cont 6B	6-3 3/8x5	33.8	L	PC	Lon	Zen	V	Eis	N-E	Pol	615KPN	12-300	35	6.2
63	Sterling GB2	29	....	6100	.....	....	198	60¼	58½	Own CU	4-4 3/4x5¾	30.6	L	PC	Own	Zen	V	Eis	Bos	Gou	.....	.....	.....	.....
64	Sterling GB4	29	....	6200	.....	....	198	60¼	58½	Own DU	4-4½x6¼	32.4	L	PC	Own	Zen	V	Eis	Bos	Gou	.....	.....	.....	.....
65	Sterling GB6	29	....	6800	.....	....	223	60¼	58½	Own 6A	6-4 x5¾	38.4	L	PC	Own	Zen	V	Eis	Rem	Gou	.....	.....	.....	.....
66	Stewart	25	3950	6800	.....	4100	198	64¼	73¼	Cont	6-3¾x5	33.7	L	FP	G&O	Str	V	Rem	Rem	USL	6SOXJ62	6-118	40	6.0
67	Stewart	25	4150	....	.....	....	220	....	73¼	Cont	6-3¾x5	33.7	..	FP	G&O	Str	..	Rem	Rem	USL	.....	.....	.....	.....
68	Twin City DW	25	....	7500	11500	4100	210	72	76	Own TW	4-4¼x6	28.9	I	PC	Mod	Zen	V	Bos	L-N	Wil	SJRT30	12-153	35	6.0
69	Union GW	29	....	6500	10000	3500	241°	73½	75	Wis Z6	6-4½x5	48.6	H	PC	Lon	Zen	V	Bos	Bos	Pol	617KPK	6-190	35	5.0
70	Union EC	21	....	4500	7000	2500	198°	58	58	Wis Y	6-3 3/8x5	29.9	H	PC	Lon	Zen	V	Bos	Bos	Pol	KPK617	6-190	40	5.0
71	Upperc'u 220-80-S	30	....	7400	11500	3700	220	70	80	Cont 6B	6-3¾x5	33.7	L	PC	McC	Str	V	Del	Rem	Wes	HU 16	6-300	40	8.0
72	Upperc'u 220-80-D	68	....	8300	14500	6200	220	70	80	Cont 6B	6-3¾x5	33.7	L	PC	McC	Str	V	Del	Rem	Wes	HU 16	6-300	30	6.0
73	Ward LaFrance 3B	25	4950	6300	9700	3400	196	58	65½	Wau DU	4-4½x6¼	32.4	L	PC	Bus	Str	V	RBo	RBo	Wil	SJAT 30	12-132	35	....
74	White 50A	25	4950	5800	.....	....	198°	58½	67⅝	Own GR	4-4½x5¾	28.9	L	PC	.....	Zen	V	.....	L-N	Opt	.....	12-132	.....	.....
75	Wilcox M	..	....	....	.....	....	226¼	68½	80	Con 14H	6-4½x5¾	48.6	..	....	.....	Zen	V	Del	Del	.....	.....	.....	.....	.....
76	Yellow Coach Z	67	....	.....	.....	....	200	72¼	76¾	Yell EZ	4-4 x6	25.6	X	PC	.....	Zen	V	Eis	N-E	.....	.....	12-100	35	5.0

*—More Wheelbases Furnished
•—Pneumatic
†—Dual Pneumatic
††—Solid §—Dual Solid
‡—Pneumatics at extra cost
A-K—Atwater Kent
A-L—Auto-Lite Arc—Archibald
Alc—Cincinnati Storage
B&B—Borg & Beck
Bim—Bimel B-L—Brown-Lipe
Bud—Budd Buda—Buda
Blo—Blood Bos—Bosch
Bus—Bush Cam—Campbell
Cla—Clark Col—Columbia
Cont—Continental
D—Multiple Dry Disk
Day—Dayton DJ—De Jon
Del—Delco
D. R.—Drive-shaft & rear
Dtl—Detlaff
E-D—External Driveshaft
E-R—External Rear Wheel
Eis—Eisemann Exi—Exide
F—Head & Side (Engine)
F—Full Floating
½—½ Floating Fed—Fedders
Fli—Flint Ful—Fuller
FP—Full Pressure to all Bearings, including wrist pins
G—Gravity Glo—Globe
Gem—Gemmer G&O—G & O
Gou—Gould Hob—Hobbs
Hink—Hinkley
HaS—Hall Scott
Herc—Hercules
I—In Head
Ig—Internal Gear
I-F—Internal Four Wheels
Ind—Indestructible
I-R—Internal Rear Wheels

BUS SPECIFICATIONS

Designed and Sold Exclusively for Passenger Transportation

Adaptable for Bus Use, See Models Having Sign (§) CAR SPECIFICATIONS"

Line Number	TRANSMISSION: Clutch Type and Make	TRANSMISSION: Gearset Make and Model	TRANSMISSION: Gearset Location	TRANSMISSION: Gearset Number of Forward Speeds	TRANSMISSION: Universal Make	REAR AXLE: Make and Model	REAR AXLE: Final Drive	REAR AXLE: Type	REAR AXLE: Gear Ratio Total in High	REAR AXLE: Gear Ratio Total in Low	REAR AXLE: Service Brake Type and Location	Front Axle Make and Model	Steering Gear Make	TIRES AND WHEELS: Tires (in.) Front	TIRES AND WHEELS: Tires (in.) Rear	TIRES AND WHEELS: Wheels—Make	TIRES AND WHEELS: Rims—Make	DIMENSIONS (in.): Floor Height	DIMENSIONS (in.): Turning Radius	DIMENSIONS (in.): Overall Length	DIMENSIONS (in.): Overall Width	DIMENSIONS (in.): Clearance from Ground
1	D. B. L.	B. L. 60	U	4	U-M	Tim 6516	Wo	F	5.4	26.6	I-R	Tim 1550	Ros	36x6	38x7	Day	Fir	27½	34	316	90	9¼
2	D. B. L.	B. L. 51	U	4	Blo	Cla B6000	.....	½	5.5	26.4	I-R	Shu	Ros	34x7*	34x7*	Smi	Fir	21¾	.....	259	83¾	9¼
3	D. B. L.	B. L. 51	U	4	Blo	Cla B6000	.....	½	5.5	26.4	I-R	Shu	Ros	34x7*	34x7*	Smi	Fir	21¾	.....	276	83¾	9¼
4	D. B. L.	B. L. 50	U	4	Spi	Tim 6560	Wo	F	6.7	.....	I-R	She Spec	Ros	36x6*	36x6†	Bud	.....	31½	.....	.....	.....	.....
5	D. B. L.	B. L. 30	U	3	Spi	Col 53000	B	¾	5.1	.....	E-R	Col 5200	Gem	32x6	32x6	Van	Fir	28½	28	243	64	9
6	D. B. L.	B. L. 30	U	3	Spi	Col 53000	B	¾	5.1	.....	E-R	Col 5200	Gem	32x6	32x6	Van	Fir	28½	28	243	64	9
7	D. B. L.	B. L. 55	U	4	Spi	Huck 25	B	F	6.6	.....	.....	Shu 5550	Ros	32x6	32x6†	Bud	Fir	.....	30	256	74	8½
8	D. B. L.	B. L. 55	U	4	Spi	Tim 6516	Ig	F	7.7	.....	.....	Shu 610B	Ros	36x6	36x6†	Bud	Fir	27½	32	295¼	90	7½
9	D. B. L.	B. L. 55	S	4	M-E	Tim 3566	Wo	F	6.5	34.8	I-R	Tim1544B	Ros	36x6*	36x6†	Bud	Fir	30	37	270	75½	9½
10	D. B. L.	B. L. 55	S	4	M-E	Tim 6516	Wo	F	6.7	36.1	I-R	Tim 1550	Ros	36x6	36x6†	Bud	Fir	26	40	286	90	7
11	B. L. 70	B. L 60H.	A	4	Blo	Tim 6516	Wo	F	6.8	27.2	I-R	Tim 1550	Ros	36x6	36x6†	Bud	Fir	20½	.....	330	88⅞	7
12	B. L. 70	B. L. 60H	A	4	Blo	Tim 6516	Wo	F	5.4	21.6	I-R	Tim 1550	Ros	36x6	36x6†	Bud	Fir	20½	.....	343	88⅞	7
13	D. B. L.	B. L. 51	U	4	Spi	Tim 6566	Wo	F	6.0	32.1	I-R	Tim 1544	Ros	36x6	36x6†	Bud	Fir	32	.....	.....	.....	9
14	D. B. L.	B. L. 35	U	3	Spi	Tim 6462	Wo	½	6.5	21.8	I-R	Tim 1526	Gem	36x6*	38x7*	Van	Fir	32	30	246½	70½	11
15	D. B. L.	B. L. 51	U	4	Spi	Tim 6566	Wo	F	6.7	36.1	I-R	Tim 1544	Gem	36x6*	40x8*	Bud	Fir	32	30	260	75½	12
16	D. B. L.	B. L. 51	U	4	Spi	Huck 85	R	F	5.7	30.6	I-R	She D 445	Gem	36x6*	36x6*	Bud	Fir	25	27	293	90	10½
17	D. Ful	Ful GU14	U	4	Blo	Cla 3D	Ig	D	7.0	33.6	I-R	Shu 610B	Ros	36x6*	36x6†	Bud	Fir	21	34	294	91	8
18	D. B. L.	B. L. 55	U	4	Spi	Wis	R	½	4.8	.....	I-R	Tim 1560	Ros	34x7*	36x8*	Bud	.....	24	36	309	90	8
19	D. B. L.	B. L.	U	4	Pet	Vu 14	Wo	F	6.5	32.1	I-R	Shu	Ros	34x5	34x5†	Mot	Fir	27	28	268	82	9
20	D. B. L.	B. L. 55	U	4	Spi	Tim 6516	Wo	F	4.6	19.7	I-R	Tim 1550	Ros	36x6*	36x6†	Bud	.....	20¾	38½	342	89	7½
21	D. B. L.	B. L. 50	U	4	Spi	Tim 6516	Wo	F	4.6	19.7	I-R	Tim 1524	Ros	36x6*	36x6†	Bud	....	22½	38	339	89	7½
22	P. B. & B.	Det R400	S	4	Spi	Tim 6566	Wo	F	6.7	39.8	.....	Own	Gem	36x6*	36x8*	Smi	Fir	30	28	266⅜	.....	10
23	P. Own	Own J	S	4	Sne	Tim 6412	Wo	½	5.4	21.6	I-R	Tim 1523	Ros	36x6*	36x6†	Bud	.....	29½	33	277	87½	7
24	P. Own	Own L	S	4	Sne	Own L	Ig	F	6.6	.....	E-D	Own L	Ros	36x5††	36x5a	Own	.....	25	33	296	90	6
25	D. Own	Own 51D	S&U	8	Spi	Tim 6516	Wo	F	5.4	26.1	I-R	Tim 1550	Ros	36x6*	36x6†	.....	Fir	28¼	30	295	91	7
26	D. B. L.	B. L. 31	U	3	U-M	Tim 5516H	B	½	5.3	21.3	I-F	Tim 2341H	Lav	32x6	32x6	Day	Fir	23	28	.....	84	9
27	D. B. L.	B. L. 60S	U	4	Spi	Tim	Wo	F	4.8	16.7	I-F	Tim 1560C	Ros	36x6	36x6†	Bud	Fir	23	35	.....	.....	6½
28	Ful	Ful	U	4	Spi	Tim	Wo	F	.....	.....	.....	Tim	Ros	36x6*	36x6†	Bud	Fir	26	.....	298	.....	.....
29	D. Dodge	Dodge	U	3	UP	Own	SP	½	6.3	26.3	I-R	Own	Dodge	32x6	34x7	Smi	Fir	26	29½	248	86	8
30	D. B. L.	B. L. 51	S	7	Spi	Tim 6566	Wo	F	4.6	.....	I-F	Con	Ros	32x6	32x6†	Van	Fir	22	33	298	89	7
31	D. B. L.	B. L. 31	....	3	.....	.....	B	....	.....	.....	.....	Shu 5410	Ros	36x5	33x5†	Bud	.....	25	.....	.....	.....	.....
32	D.	B. L. 51	....	4	.....	.....	R	....	.....	.....	.....	She 445	.....	36x6	36x6†	Bud	.....	26	.....	.....	.....	.....
33	D. Mun	Mun	U	3	Own	Eat	Ig	F	5.4	.....	I-R	Eat	Own	33x5	33x5	Own	.....	24	.....	217	56	.....
34	D. B. L.	B. L. 35	U	4	Spi	Wis 60B	R	...	5.8	19.0	I-R	Shu 610	Ros	34x7*	34x7*	Whi	Gdy	24	.....	252	76	8
35	D. B. L.	B. L. 31	U	3	Sne	Sal D	B	¼	7.7	27.6	E-R	Sal	Gem	34x5	34x5	Ind	Fir	29	27	220	70	11
36	D. B. L.	B. L. 31	U	3	Spi	She	W	½	5.5	26.4	I-R	Shu5550B	Ros	32x6	32x6†	Bud	...	25	28	262	86	9
37	D.B.L.	B.L. 55	U	4	Spi	Huck 85	R	F	6.65	35.8	I-R	She D 445	Ros	34x7	34x7†	Bud	Fir	27½	41	312½	92½	7½
38	D. Own	Own AB	U	4	Spi	Own AB	R	F	6.7	21.5	I-R	Own AB	Own	32x6‡	32x6‡	Bud	Fir	25¾	28¼	228	78½	8¼
39	D. Own	Own AB	U	4	Spi	Own AB	R	F	6.7	21.5	I-R	Own AB	Own	32x6‡	32x6‡	Bud	Fir	25¾	32	317¼	78½	8¼
40	D. Own	Own AB	U	4	Spi	Own AB	R	F	6.7	21.5	I-R	Own AB	Own	32x6‡	32x6‡	Bud	Fir	27¼	32½	307¼	78½	10¼
41	D. Ful	Ful GU7	U	4	Spi	Wal 25A	R	F	7.6	37.0	-R	Shu 610	Ros	36x6	40x8	StM	Fir	26	33½	.....	.....	.....
42	D. Det	Cot AAU	U	3	Spi	Wis	R	½	.....	.....	I-R	Shu	Ros	32x6*	32x6†	Ind	.....	23½	28	.....	.....	10
43	D-Det	Cot AU	U	4	Spi	Wis 120K	R	½	6.1	32.0	I-R	Tim 1550	Ros	36x6*	36x6†	Ind	Fir	26	30	256	86	10
44	D. B. L.	B. L. 30	U	3	Pet	Tim 5512	Wo	½	5.5	22.0	E-R	Tim 1250	Ros	32x6	32x6	Own	Gdy	23½	.....	.....	.....	7
45	D. B. L.	B. L. 51	U	4	Pet	Tim 6410	Wo	½	6.0	32.1	I-R	Tim 1550	Ros	34x5*	34x5†	Bud	.....	24½	.....	.....	.....	8½
46	D. B. L.	B. L. 51	U	4	Pet	Tim 6511	Wo	F	6.0	32.1	I-R	Tim 1550	Ros	36x6*	36x6†	Bud	.....	25½	.....	.....	.....	9
47	Own	Own W	A	4	Spi	Own W	Wo	F	6.0	32.0	E-D	Own	Own	36x6*	36x6†	Bud	.....	28	37½	282	89 1/16	8
48	Own	Own W	A	4	Spi	Own W	Wo	F	6.0	32.0	E-D	Own	Own	36x6*	36x6†	Bud	.....	28	40	303	89 1/16	8
49	Own	Own W	S	3	Own	Own W	SP	½	5.7	21.0	E-R	Own W	Own	32x6	34x7	Bud	.....	28½	31	278	85	8½
50	Own	Own W	S	3	Own	Own W	SP	½	5.7	21.0	E-R	Own W	Own	32x6	32x6†	Bud	.....	28½	31	264½	88½	8 1/16
51	Ful	Ful	U	3	Spi	Eat	Ig	D	6.2	25.0	E-D	Eat	Jac	34x7	34x7	Van	Fir	21	.....	270½	67¼	7½
52	D. B. L.	B. L.	U	4	.....	Wis 460	S	F	5.50	27.3	A	Shu 5550	Jac	30x5	30x5	Bud	Fir	24	28	272	90	9
53	D. B. L.	B-L.	U	4	.....	Wis 66	S	F	5.83	23.3	.....	Shu 5550B	Jac	32x6	32x6	Bud	Fir	24	30	287	90	9
54	D. B. L.	B. L. 60	U	4	.....	Wis 66	R	F	5.83	23.3	A	Shu 5550B	.....	32x6	32x6	Bud	Fir	24	32	310	90	9
55	B-L	B-L	U	4	Blo	Tim 6422	Wo	F	.....	.....	I-R	Tim 1550	Ros	34x7	34x7	Bud	....	22⅞	35	320¼	88⅞	.....
56	B-L.	B-L.	U	4	Blo	Tim 6422	Wo	F	.....	.....	I-R	She D 445	Ros	34x7	34x7	Bud	Fir	.....	35	339	88⅞	.....
57	B-L.	B-L.	U	4	Blo	Tim 6422	Wo	F	.....	.....	I-R	She D 445	Ros	34x7	34x7	Bud	Fir	22½	37½	353	88⅞	.....
58	B-L.	B-L.	U	3	Blo	Tim 6422	Wo	F	.....	.....	I-R	Tim 1660C3	Ros	34x7	34x7	Bud	Fir	22½	37½	353	88⅞	.....
59	B-L.	B-L.	U	3	Blo	Tim 6422	Wo	F	.....	.....	I-R	Tim 1660A1	Ros	36x8	36x8	Bud	Fir	28⅝	36	374	88⅞	.....
60	D. Ful	Own	A	8	Blo	Wis	R	F	6.0	30.0	I-F	Shu	Ros	36x6*	36x6†	Bud	Fir	24½	33½	.....	91¼	7½
61	D.B.L.	B.L. 31	U	3	Blo	Cla 501	B	½	Opt.	Opt.	.....	Shu	Ros	32x6	32x6	Van	.....	24	.....	Opt.	Opt.	7½
62	D. B. L.	B. L.	S	4	Spi	Tim	Wo	F	7.7	31.0	-R	Tim	Gem	36x5	36x5	Arc	Fir	29⅛	33	309	91	7
63	D. B. L.	B. L. 50	U	4	Spi	Tim 6564	Wo	F	5.4	28.9	.....	Tim 1554B	Ros	36x6*	36x6†	Bud	.....	.....	.....	287	.....	.....
64	D. B. L.	B. L. 55	U	4	Spi	Tim 6564	Wo	F	5.4	28.9	.....	Tim 1544B	Ros	36x6*	36x6†	Bud	.....	.....	.....	287	.....	.....
65	D. B. L.	B. L. 55	U	4	Spi	Tim 6564	Wo	F	5.4	28.9	.....	Tim 1544B	Ros	36x6*	36x6†	Bud	.....	.....	.....	318	.....	.....
66	D.	.....	U	4	.....	.....	B	....	.....	.....	.....	.....	.....	32x6	32x6†	Bun	.....	.....	.....	.....	.....	8
67	D.	.....	U	4	.....	.....	B	....	.....	.....	.....	.....	.....	32x6	32x6†	Bud	.....	.....	.....	.....	.....	8
68	D. Ful	Ful HU-16	U	4	Spi	Tim651SB2	Wo	F	4.8	30.2	I-R	Tim1560B2	Ros	36x6*	36x6†	Bud	.....	22	36	310	90	7
69	Ful HU16	Ful 4	A	4	Blo	Wis 675	R	F	5.8	34.8	I-R	Shu 610B	Jac	32x6	32x6†	Bud	.....	26	30	343	90	6
70	Ful GU14	Ful 4	U	4	Blo	Wis 460	R	F	5.0	24.0	I-R	Shu 5550B	Jac	34x7	34x7	Bud	.....	26	28	280	87	9
71	B. L.	B. L.	....	....	Own	.....	.....	....	.....	.....	D.R.	.....	Ros	38x9*	36x10	Own	Fir	19	27	330	95	9
72	B. L.	B. L.	....	....	Own	.....	.....	....	.....	.....	D.R.	.....	Ros	38x9*	36x10	Own	Fir	19	27	336	95	9
73	D. B. L.	B. L. 55	A	4	Spi	Tim	Wo	F	6.0	32.1	I-R	She	Ros	36x6*	36x6†	Bud	Fir	28	36	304	75½	9½
74	Own	Own 50A	U	4	Spi	Own 50A	R	⅛	4.6	23.2	E-D	Own 50A	Own	32x6	32x6†	Bud	Fir	28⅛	32½	274¾	81⅛	7 1/16
75	D.	.....	U	4	.....	.....	R	F	6.5	.....	I-R	.....	.....	36x6	36x6†	.....	.....	21½	.....	324	94	.....
76	P. Own	Cot	S	4	Spi	Tim	Wo	½	6.2	....	I-R	Tim	Ros	34x6†	34x6†	Day	.....	25¾	36	290¾	89⅜	.....

Joh—Johnson Kel—Kells
L—L-Head Lav—Lavine
L-N—Leece-Neville Lon—Long
M&E—Merchant & Evans
McC—McCord
Mot—Motor Wheel Corp.
N-E—North-East
NP—No Provision
Opt—Optional
P—Single Plate Pet—Peters

PC—Pressure to all Crankshaft & connecting Rod Bearings—Splash to other parts
Pol—Prest-O-Lite
R—Double Reduction
Ros—Ross
Rem——Remy
R&V—R & V Knight
Sal—Salisbury Sew—Sewell
Sne—Snead SP—Spiral Bevel

S—Separate Unit Spi—Spicer
She—Sheldon Spa—Sparton
StM—St. Marys
Shu—Shuler
Ste—Stewart
Str—Stromberg
Sp—Splash
Tim—Timken
U—Unit with Engine
U. P.—Universal

Van—Van Motor Wheels
V—Vacuum
Wal—Walker
Whi——Whitcomb
Wes—Westinghouse
Wil—Willard Wisc—Wisconsin
Wis—Wisconsin Wo—Worm
X—Sleeve Valve
Yell—Yellow Zen—Zenith
a—Other ratios optional

KEY OF ABBREVIATIONS

Wheelbase:

°—More than one wheelbase furnished.

Tires:

§§—Unless marked otherwise all tires are solids.
•—Pneumatics standard equipment.
‡—Pneumatics at Extra Cost.
†—Dual on Rear.

Engine:

Bud—Buda Co., Harvey, Ill.
Con—Continental M. Corp., Detroit, Mich.
D—Head & Side
GBS—Golden, Belknap & Swartz Co., Detroit, Mich.
H—Overhead.
HaS—Hall-Scott Motor Car Co., Berkeley, Cal.
Her—Hercules M. Mfg. Co., Canton, Ohio.
Himico—Hinkley Motors, Inc., Detroit, Mich.
Hin—Hinkley Motors, Inc., Detroit, Mich.
H-S—Herschell-Spillman Motor Co., North Tonawanda, N. Y.
Jackson—Master Motor Truck Mfg. Co., Chicago, Ill.
Kni—Yellow Sleeve Valve Eng. Works, East Moline, Ill.
L—L-Head.
Lyc—Lycoming M. Corp., Williamsport, Pa.
Mid—Midwest Eng. Co., Indianapolis, Ind.
FP—Full Pressure to all bearings including wrist pins.
Overland—Willys-Overland Co., Toledo, O.
PC—Pressure to all crankshaft and connecting rod bearings.
PS—Pressure with splash.
SP—Circulating splash.
T—T-Head.
Wau—Waukesha M. Co., Waukesha, Wis.
Wis—Wisconsin M. Mfg. Co., Milwaukee, Wis.
X—Sleeve.

Governor:

Con—Continental M. Corp., Detroit, Mich.
Dup—Duplex Eng. Gov. Co., Brooklyn, N. Y.
Han—Handy Gov. Co., Detroit, Mich.
Hin—Hinkley Motors, Inc., Detroit, Mich.
K. P.—K. P. Products Co., New York, N. Y.
McK—E. R. Klemm, Chicago, Ill.
Mon—Monarch Gov. Co., Detroit, Mich.
Non—Not Supplied.
Pha—Pharo Mfg. Co., Detroit, Mich.
Pie—Pierce Governor Co., Anderson, Ind.
Sim—Duplex Eng. Gov. Co., Brooklyn, N. Y.
Wau—Waukesha M. Co., Waukesha, Wis.

Radiator:

Bus—Bush Mfg. Co., Hartford, Conn.
Chi—Chicago Mfg. Co., Chicago, Ill.
E-M—English & Mersick Co., New Haven, Conn.
Fed—Fedders Mfg. Co., Buffalo, N. Y.
Fle—Flexo Mfg. Co., Los Angeles, Cal.
G&O—G. & O. Mfg. Co., New Haven, Conn.
Har—Harrison Rad. Corp., Lockport, N. Y.
Idl—Ideal Sheet Metal Works, Chicago, Ill.
Liv—Livingston Radiator Corp., Plainfield, N. J.
Lon—Long Mfg. Co., Detroit, Mich.
McC—McCord Rad. & Mfg. Co., Detroit, Mich.
Mod—Modine Mfg. Co., Racine, Wis.
Per—Racine Radiator Co., Racine, Wis.
R-T—Rome-Turney Rad. Co., Rome, N. Y.
Stn—Standard Radiator Co., Inc., Springville, N. Y.
U. S.—U. S. Cartridge Co., Lowell, Mass.

Fuel System:

Car—Carter Carburetor Co., St. Louis, Mo.
Ens—Ensign Car. Co., Los Angeles, Cal.
G—Gravity.
Hol—Holley Carburetor Co., St. Louis, Mo.
Joh—Johnson Co., Detroit, Mich.
Mar—Marvel Carburetor Co., Flint, Mich.
P—Pressure.
Ray—Beneke & Kropf Mfg. Co., Chicago, Ill.
Sch—Wheeler Schebler Carburetor Co., Indianapolis, Ind.
Ste—Detroit Lubricator Co., Detroit, Mich.
Str—Stromberg Motor Devices Co., Chicago, Ill.
Til—Tillotson Mfg. Co., Toledo, Ohio.
V—Vacuum.
Zen—Zenith-Detroit Corp., Detroit, Mich.

Electrical System:

‡—Generator & Starter at Extra Cost.
†—Starter not Supplied, Generator at Extra Cost.
*—Starter at Extra Cost.
A-L—Electric Auto-Lite Corp., Toledo, O.
Apo—Apollo Magneto Corp., Apollo, Pa.
Bij—Bijur Motor Appliance Co., Hoboken, N. J.
Bos—American Bosch Magneto Co., Springfield, Mass.
Con—Connecticut Telephone & Electric Co., Meriden, Conn.
Del—Dayton Engin. Lab. Co., Dayton, Ohio.
Dyn—Owen Dyneto Corp., Syracuse, N. Y.
Eis—Eisemann Magneto Corp., Brooklyn.
G&D—Gray & Davis, Boston, Mass.
L-N—Leece-Neville Co., Cleveland, O.
N-E—North East Elec. Co., Rochester, N. Y.
Non—Not Supplied.
Rem—Remy Electric Co., Anderson, Ind.
RBo—Robert Bosch Magneto Co., New York, N. Y.
Sci—Scintilla Magneto Co., New York, N.Y.
Sim—Simms Magneto Co., E. Orange, N. J.
Spl—Splitdorf Electrical Co., Newark, N. J.
Ves—Vesta Battery Corp., Chicago, Ill.
Wes—Westinghouse Elec. & Mfg. Co., Springfield, Mass.

Clutch and Gearset:

•—Other ratios optional.
A—Amidships.
B & B—Borg & Beck Co., Chicago, Ill.
B-L—Brown-Lipe Gear Co., Syracuse, N. Y.
Cot—Cotta Transmission Corp., Rockford Ill.
Cov—Covert Gear Co., Lockport, N. Y.
Det—A. J. Detlaff Co., Detroit, Mich.
D-G—Detroit Gear & Machine Co., Detroit, Mich.
Dod—Dodge Brothers Co., Detroit, Mich.
D—Disk.
Dur—Durston Gear Corp., Syracuse, N. Y.
Ful—Fuller & Sons Mfg. Co., Kalamazoo, Mich.
H-S—Hele-Shaw, Merchant & Evans Co., Philadelphia, Pa.
J—Unit with Jackshaft.
K—Cone.
Lon—Long Mfg. Co., Detroit, Mich.
M-E—Merchant & Evans Co., Phila., Pa.
Mun—Muncie Gear Works, Muncie, Ind.
O—Disk in Oil.
P—Plate.
R—Rear Axle.
U—Unit with Engine.
W-G—Warner Gear Co., Muncie, Ind.

Universal:

B.G.—Universal Machine Co., Bowling Green, Ohio.
Blo—Blood-Bros. Mach. Co., Allegan, Mich.
Det—Universal Products Co., Detroit, Mich.
Har—Hartford Auto Parts Corp., Hartford, Conn.
M-E—Merchant & Evans Co., Phila., Pa.
M. M.—Mechanics Machine Co., Rockford, Ill.
Pet—Cleveland Universal Parts Co., Cleveland, Ohio.
Pic—Carl Pick Co., West Bend, Wis.
Sne—Snead & Co., Jersey City, N. J.
Spi—Spicer Mfg. Corp., S. Plainfield, N. J.
The—Thermoid Rubber Co., Trenton, N. J.
Thei—Universal Drive Shaft Co., Cleveland, Ohio.
U-M—Universal Machine Co., Bowling Green, Ohio.
U-P—Universal Products Co., Detroit, Mich.

Front and Rear Axles:

½—Semi-Floating.
¾—Three-Quarter Floating.
Cla—Clark Equip. Co., Buchanan, Mich.
Col—Columbia Axle Co., Cleveland, O.
Con—Continental Axle Co., Edgerton, Wis.
C—Chain.
B—Straight Bevel.
D—Dead.
Eat—Eaton Axle Co., Cleveland, Ohio.
F—Floating.
I—Internal Gear.
P—Spur Gear.
R—Double Reduction.
Rus—Russel Motor Axle Co., Detroit, Mich.
S—Spiral Bevel.
Sal—Salisbury Axle Co., Jamestown, N. Y.
She—Sheldon Axle & Spring Co., Wilkes-Barre, Pa.
Shu—Shuler Axle Co., Inc., Louisville, Ky.
Std—Standard Parts Co., Cleveland, O
Tim—Timken Detroit Axle Co., Detroit, Mich.
Tor—Eaton Axle & Spring Co., Cleveland, Ohio.
Vul—Vulcan Motor Axle Co.
Wal—Walker Axle Co., Chicago, Ill.
W—Worm.
Wis—Wisconsin Parts Co., Oshkosh, Wis.

Brake:

A—Rear Wheels only.
B—Drive Shaft and Rear Wheels.
C—Front and Rear Wheel.
D—Jackshaft and Rear Wheels.
E—4 Wheel Brakes.

Springs:

Amc—American Auto Parts Co., Detroit, Mich.
Arm—General Motors Co., Pontiac, Mich.
Bea—Beans Spring Co., Inc., Massillon, O.
Bet—Betts Bros. Sp. Co., Inc., San Francisco, Cal.
Cha—Champion Auto Sp. Co., St. Louis, Mo.
Del—D. Delany & Son, Newark, N. J.
Det—Detroit Steel Prod. Co., Detroit, Mich.
G-C—Garden City Sp. Works, Chicago, Ill.
Har—Harvey Sp. & Forging Co., Racine, Wis.
Lah—Laher Auto Spring Co., Portland, Ore.
Mar—Maremont Mfg. Co., Chicago, Ill.
Mat—Mather Spring Co., Toledo, O.
Mer—E. R. Merrill Spring Co., New York.
Pen—Penn Sp. Works, Baldwinsville, N. Y.
Per—Perfection Sp. Co., Cleveland, O.
Row—William & Harvey Rowland, Phila, Pa.
She—Sheldon Axle & Sp. Co., Wilkes-Barre, Pa.
S. P.—Spring Perch Co., Stratford, Conn.
S. S.—Standard Steel Sp. Co., Coraopolis, Pa.
Tut—Tuthill Sp. Co., Chicago, Ill.
U. S.—United States Sp. Co., Los Angeles, Cal.

Steering Gear:

CAS—C. A. S. Products Co., Columbus, O.
Dod—Dodge Bros. Co., Detroit, Mich.
Gem—Gemmer Mfg. Co., Detroit, Mich.
Jac—Saginaw Products Co., Saginaw, Mich.
Lav—Lavine Gear Co., Milwaukee, Wis.
Ros—Ross Gear & Tool Co., Lafayette, Ind.
Woh—Wohlrab Gear Co., Racine, Wis.

Wheels:

Arc—Archibald Wheel Co., Lawrence, Mass.
A-W—Auto Wheel Co., Lansing, Mich.
Bet—Bethlehem Steel Co., Bethlehem, Pa.
Bim—Bimel Spoke & Auto Wheel Co., Portland, Ind.
Bud—Budd Wheel Co., Phila., Pa.
Cla—Clark Equip. Co., Buchanan, Mich.
Day—Dayton Steel Foundry Co., Dayton, Ohio.
Dis—Disteel Wheel Corp., Detroit, Mich.
Hay—Hayes Wheel Co., Jackson, Mich.
Hoo—Hoopes, Bro. & Darlington, Inc., West Chester, Pa.
Ind—Indestructible Wheel Co., Lebanon, Ind.
Int—Interstate Foundry Co., Chicago, Ill.
Jon—Jones, Phineas & Co., Newark, N. J.
Kel—Kelsey Wheel Co., Detroit, Mich.
M-M—Michigan Malleable Iron Co., Detroit.
Mot—Motor Wheel Corp., Lansing, Mich.
Mun—Muncie Wheel Co., Muncie, Ind.
Nor—Northern Wheel Corp., Alma, Mich.
Pru—Prudden Wheel Co., Lansing, Mich.
Roy—Royer Wheel Co., Aurora, Ind.
Sch—Schwarz Wheel Co., Phila., Pa.
Smi—Smith Wheel, Inc., Syracuse, N. Y.
StM—St. Marys Wheel Co., St. Marys, O.
Std—Standard Wheel Co., Terre Haute, Ind.
Van—Van Wheel Corp., Oneida, N. Y.
Way—Wayne Wheel Co., Newark, N. Y.

Rim Equipment:

Fir—Firestone Steel Products Co., Akron, Ohio.
Gdy—Goodyear Tire & Rubber Co., Akron, Ohio.
Hay—Hayes Wheel Co., Jackson, Mich.
Jax—Jaxon Steel Prod. Co., Jackson, Mich.
Kel—Kelsey Wheel Co., Detroit, Mich.
Non—None Supplied.

Replacement Table—Corrected Monthly

Including Brake Lining Sizes and Truck Frame Dimensions

NAME, MODEL AND TONNAGE	BRAKE LINING								FRAME				
	Service				Emergency				Length			Width	
	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Ace 40–1½	12	3¼	¼	4	12	3¼	¼	4	122½	76⅜	215¼	32	9
Ace 60–3	13½	3½	¼	4	13½	3½	¼	4	Opt	84½	241	.....	9½
Acme Flyer	23	2½	¼	2	48	2¼	⅜	1	96⅞	56⅞	189	34	8½
Acme 20L–1½	12	3	¼	4	12	3	¼	4	108⅝	63⅜	200	34	10½
Acme 60L–3	13	3½	¼	2	13	3½	¼	2	140	79⅜	235½	34	10
Acme 90L–5	15½	3¾	¼	2	15½	3¾	¼	2	153¾	96¾	255	37	10¾
Acme 125–6¼	18	4	¼	2	18	4	¼	2	159¾	99¾	261	37	10
American-LaFrance W	†	†	¼	4	17	3½	¼	4	132	81	236	33	10
American-LaFrance W	†	†	¼	4	17	3½	¼	4	156	98	260	33	10
American-LaFrance W	†	†	¼	4	17	3½	¼	4	180	110	284	33	10
American-LaFrance Y	11¾	8	¼	2	21	4	¼	4	144¼	89⅛	244¼	36	9
American-LaFrance Y	11¾	8	¼	2	21	4	¼	4	168¼	103⅞	268¼	36	9
American-LaFrance Y	11¾	8	¼	2	21	4	¼	4	210¼	124⅞	310⅞	36	9
American-LaFrance V	11¾	8	¼	2	21	4	¼	4	144¼	90¼	244¼	36	10
American-LaFrance Y	11¾	8	¼	2	21	4	¼	4	192¼	113⅞	292¼	36	9
American-LaFrance V	11¾	8	¼	2	21	4	¼	4	210¼	125	310¼	36	10
Armleder 30–1½	11	3¼	¼	4	11	3¼	¼	4	Opt	71⅝	215⅜	32	9¼
Armleder 50–2½	13	3½	¼	4	13	3½	¼	4	Opt	77⅞	228⅝	32	10
Atterbury 24-R	11	3¼	¼	4	11	3¼	¼	4	110¼	76	211¾	34	9½
Atterbury 22C–2½	13	3½	¼	4	13	3½	¼	4	120¼	78¾	225	34	9¾
Atterbury 22D–3½	15½	3¾	¼	4	15½	3¾	¼	4	142¾	93¼	242	37½	10
Atterbury 24E	17¾	4	¼	4	17¾	4	¼	4	159¾	89¼	263	37½	10
Autocar XXI–F–1½	16¼	2½	⅜	4	13½	2½	⅜	4	91	67	153	34	9½
Autocar XXI–G–1½	16¼	2½	⅜	4	13½	2½	⅜	4	114	90	179	34	9½
Autocar XXVI–M4–6	23½	2¾	¼	4	23½	2¾	¼	4	139¾	89¾	223¼	34½	10
Autocar XXVI–L4–6	23½	2¾	¼	4	23½	2¾	¼	4	175¾	116¾	298¼	34½	10
Autocar XXVII–H3	20½	2	¼	4	20½	2	¼	4	131½	79	213¼	34½	10½
Autocar XXVII –K3	20½	2	¼	4	20½	2	¼	4	155½	100	237¼	34½	10½
Available J–H–1½	48	2½	¼	2	36	2½	¼	2	120	80½	201¼	32	9
Available J–H2	48	2½	¼	2	36	2½	¼	2	120	84½	212	32	9
Available J–H–2½	13½	3½	¼	4	13½	3½	¼	4	144	85⅝	226⅞	32	9
Available J–H–3½	16	3¾	¼	4	16	3¾	¼	4	168	106⅜	254⅞	36	9
Available J–H–5	18	4	¼	4	18	4	¼	4	168	112⅝	263⅛	38	0
Bessemer G–1	46	2½	⅜	2	44	2¼	⅜	2	98¼	58½	182¾	34	.....
Bessemer H–2–1½	16⅜	2	¼	8	16⅜	2	¼	8	116	76	203	34	.....
Bessemer J2–2½	18¾	2¼	¼	8	18¾	2¼	¼	8	142⅜	92¼	229	34	.....
Bethlehem KN–1	20½	1¾	⅜	2	20½	1¾	⅜	2	89¼	56¼	175	32	10½
Bethlehem GN–2	51	2½	⅜	1	37	2½	⅜	1	116¾	74	208¼	34½	9¼
Bethlehem L	51	2½	⅜	1	37	2½	⅜	1	134¾	81½	226¼	34½	8½
Bets J3–1	11	3	⅜	4	11	3	⅜	4	126	90	215	34	10
Bets D3–2½	12	3½	¼	4	12	3½	¼	4	Opt	.....	.....	34	.....
Biederman 20–1–1½	43	2¼	⅜	4	43	2¼	⅜	4	96	72	204	32	10
Biederman 30–1¼–2	12	3	¼	8	12	3	¼	8	120	84	228	32	10
Biederman 40–1½–2½	12	3¼	¼	8	12	3¼	¼	8	144	96	252	32	10
Biederman 60–2½–3½	13	3¼	¼	8	13	3¼	¼	8	168	108	276	32	10
Biederman 80–3½–5	15½	3¾	¼	8	15½	3¾	¼	8	192	120	300	32	10
Brinton C–1½	39	2½	⅜	1	38	2½	⅜	1	118	.....	.....	.....	33
Brinton D–2½	13	3½	¼	2	13	3½	¼	2	135½	.....	.....	.....	33
Brockway 8–12–1½	10	3½	¼	4	10	3¼	¼	4	118	72	118½	32	....
Brockway K–11–2½	13	3½	¼	4	13	3½	¼	4	142	89½	123½	34	....
Brockway R–12–3½	15½	3¾	¼	4	15½	3¾	¼	4	176	102¾	175	36	....
Brockway T–6–5	17¾	4	¼	4	17¾	4	¼	4	176	104½	176	36	....
Casco A–1	48½	2½	⅜	1	48	2¼	⅜	1	104	61	192¼	34	10
Chevrolet Sup. Com. Chassis	.....	.....	.....	.....	.....	.....	.....	.....	Opt	Opt	146	44	9⅞
Chevrolet Utility Exp	.....	.....	.....	.....	.....	.....	.....	.....	Opt	Opt	156	37	10
Chicago 10	54¼	2¼	⅛	2	54¼	2¼	⅛	2	103	60	194	34	9
Chicago 15	11½	3¼	¼	4	11½	3¼	¼	4	113	72½	205	34	10
Chicago 25	13¼	3½	¼	4	13¼	3½	¼	4	147	98	236	32	10½
Chicago 35	15⅛	3¾	¼	4	15⅛	3¾	¼	4	194½	110½	288	35½	10½
Chicago 50	18	4	¼	4	18	4	¼	4	208½	110½	302	35½	10½

NAME, MODEL AND TONNAGE	BRAKE LINING								FRAME				
	Service				Emergency				Length			Width	
	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Clinton 20B–1¼	20½	1¾	⅜	2	20½	1¾	⅜	2	112	73¾	207	34	10
Clinton 45–2	11¾	3¼	¼	4	11¾	3¼	¼	4	131	81	233	33¼	9
Clinton 65–3	13	3½	¼	4	13	3½	¼	4	166	102	270½	33¼	9½
Clinton 90–90M–4	15⅝	3¾	¼	4	15⅝	3¾	¼	4	163	105	270½	38	8½
Clinton 120L–120LM–5	18	4	¼	4	18	4	¼	4	206½	115	318	38	8
Clinton 120S–120SM–5–7	18	4	¼	4	18	4	¼	4	130½	91	242	38	10
Clydesdale 120B–5–5–6	18	4	¼	4	18	4	¼	4	131	.....	.....	38	.....
Clydesdale 90–3½–4½	16	3¾	¼	4	16	3¾	¼	4	143	.....	.....	38	.....
Clydesdale 65EX 2½–3	13¼	3½	¼	4	13¼	3½	¼	4	132	.....	.....	33¼	.....
Clydesdale 65X–2½–3	13¼	3½	¼	4	13¼	3½	¼	4	137	.....	.....	33¼	.....
Clydesdale 42–1½–2	12	3¼	¼	4	12	3¼	¼	4	117	.....	.....	34	.....
Clydesdale 20–1–1½	11¼	3	¼	4	11¼	3	¼	4	95	.....	.....	34	.....
Clydesdale 18–¾–1¼	11¼	2½	¼	4	11¼	2½	¼	4	95	.....	.....	34	.....
Clydesdale 10–¾–1¼	11¼	2½	¼	4	11¼	2½	¼	4	109	.....	.....	34	.....
Clydesdale 10A–1–¾–1¼	11¼	2½	¼	4	11¼	2½	¼	4	109	.....	.....	34	.....
Commerce 11–2000	50	2	⅜	2	48½	2	⅜	2	92¾	53⅝	193	34	9
Commerce 14B–3000	11	3¼	¼	4	11	3¼	¼	4	117	75	210	34	8¾
Commerce 25B–5000	13	3½	¼	4	13	3½	¼	4	132	84	228½	34	12½
Concord E–1	12	3	¼	4	12	3	¼	4	.....	.....	.....	32¼	.....
Concord G–2	13½	3½	¼	4	13½	3½	¼	4	.....	.....	.....	32¼	.....
Concord H–2	12	3¼	¼	4	12	3¼	¼	4	.....	.....	.....	32¼	.....
Concord J–2½	13½	3½	¼	4	13½	3½	¼	4	.....	.....	.....	32¼	.....
Concord JL–3	13½	3½	¼	4	13½	3½	¼	4	.....	.....	.....	32¼	.....
Corbitt S–¾	16¾	1¾	⅜	4	16¾	1¾	⅜	4	103	59	196	34	11½
Corbitt E–1	16¾	1¾	⅜	4	16¾	1¾	⅜	4	104	62	198	34	11½
Corbitt D–1½	18	2	¼	4	18	2	¼	4	110	72	206	34	10
Corbitt C–2	22¼	2¼	¼	4	22¼	2¼	¼	4	132	78	230	35	10½
Corbitt B–2½	22¼	2¼	¼	4	22¼	2¼	¼	4	136	78	232	35	10½
Corbitt R–2½–3	22¼	2¼	¼	4	22¼	2¼	¼	4	153	92	254	35	10½
Corbitt A–3½–4	21	4	¼	2	21	3	¼	2	168	106	266	35	9
Corbitt AA–5	68¾	3	¼	2	68¾	3	¼	2	168	106	268	38	10
Day-Elder G–1½	11¾	3¼	¼	4	11¾	3¼	¼	4	105¼	61¼	191	35	10¼
Day-Elder H–2	11¾	3¼	¼	4	11¾	3¼	¼	4	132¼	77¼	218	34	9¼
Day-Elder I–2½	13	3½	¼	4	13	3½	¼	4	123½	77½	216	35	10½
Day-Elder J–3	13	3½	¼	4	13	3½	¼	4	115¾	77¼	214½	35	10½
Day-Elder K–4	15⅝	3¾	¼	4	15⅝	3¾	¼	4	121	86	220	37	8
Day-Elder L–5	17	4	¼	4	17	4	¼	4	148	88	253	37	10
Diamond T–75–¼–1	22	2½	¼	2	46¾	2¼	⅜	1	90	57½	182½	34	....
Diamond T–O4–1–1¼	48	2½	⅜	2	33	2½	⅜	2	100	.....	.....	34	....
Diamond T–T–1½	11½	3¼	¼	4	11½	3½	¼	4	Opt	.....	.....	34	.....
Diamond T–U2–2½	13¼	3½	¼	4	13¼	3½	¼	4	Opt	.....	.....	34	.....
Diamond TK–3½	15⅝	3¾	¼	4	15¾	3¾	¼	4	Opt	.....	.....	37	.....
Diamond T–S–5	18	4	¼	4	17	4	¼	4	Opt	.....	.....	37	....
Dixon Model D	13	3½	¼	4	13	3½	¼	4	126	71	221½	34½	9½
Dixon Model C	13	3½	¼	4	13	3½	¼	4	Opt	71	221½	34½	9½
Dixon Model A	.....	.....	.....	4	13	.....	¼	4	Opt	71	221½	36	9¾
Dorris K–4–2½	13½	3½	¼	4	13½	3½	¼	4	142¾	96½	233½	34	9
Dorris K–7–3½	15¾	3¾	¼	4	15¾	3¾	¼	4	178½	130½	270½	36	9
Double Drive TT–3	8¾	4	¼	4	18	4	¼	4	132	100	216	34	9¾
Duplex G	11	2½	¼	4	11	2½	¼	4	102	.....	.....	34	.....
Duplex GH	19	2	¼	4	19	2	¼	4	112	.....	.....	34	.....
Duplex A	20	2¼	¼	4	20	2¼	¼	4	121	.....	.....	34	.....
Duplex AC	26	2	¼	4	26	2	¼	4	140	.....	.....	34	.....
Duplex E	10	2½	¼	2	52	2½	¼	4	128	.....	.....	40	.....
Duplex FD	26¼	2	¼	4	26¼	2	¼	4	Opt	.....	.....	34	.....
Eagle 100–2	49½	3	⅜	2	46	2	⅜	2	Opt	.....	.....	36	.....
Eagle 101–1¼	21	2½	⅜	4	21	2¼	⅜	4	Opt	.....	.....	31	.....

Replacement Table—Continued

NAME, MODEL AND TONNAGE	BRAKE LINING								FRAME				
	Service				Emergency				Length			Width	
	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Eagle 104–2–3	49½	3	1/4	2	46	2	1/4	2	Opt			32	
Eagle 105–2–3 Ton	58	2½	1/16	2	44	2½	1/16	2	Opt			32	
Fageol 235–2	12¼	3¼	¼	2	12¼	3¼	¼	2	120	68¾	222¼	34	
Fageol 340–3	13½	3½	¼	2	13½	3½	¼	2	141	81	243¼	34	
Fageol 445–4	15¾	3¾	¼	2	15¾	3¾	¼	2	159½	102	268⅜	37¾	
Fageol 645–6	18⅛	4	¼	2	18⅛	4	¼	2	159½	102	268⅜	37¾	
Federal R–3–1			¼	4			¼	4	110				
Federal S–23–1½			¼	4			¼	4	118				
Federal U–3–2½			¼	4			¼	4	134				
Federal W–3–4			¼	4			¼	4	154				
Federal X2–5			¼	4			¼	4	15.				
Federal Light Duty			¼	4			¼	4	86				
Federal Heavy Duty			¼	4			¼	4	99				
Fisher Fast Freight	16	2¼	¼	2	8	2	¼	2	120	79	211	32	10½
Flint Road King	42 1/4	2¾	1/4	1	40⅝	2¾	1/4	1	130 1/16	76 11/16	212 11/16	30	10
Ford T–1	23⅜	1⅛	1/8	1	12	1⅝	1/8	2	60		123	23	9⅜
Front Drive FT–1½	13		¼	4	15	4	¼	4	132	98	204	34	10½
F. W. D. B–3	27	3½	¼	1	43	2¾	¼	2	148	97	200	36	9¾
Garford 15–1	11	2½	¼	4	11	2½	¼	4	96	61	187	34	11
Garford 30–1½	11⅜	3¼	¼	4	11¾	3¼	¼	4	120	71	220	34	9
Garford 50–2½	13 1/4	3½	¼	4	13 1/4	3½	¼	4	144	82	246	34	7
Garford 80–4	15⅝	3¾	¼	4	15⅝	3¾	¼	4	150	88½	251	36	7
Garford 68D–5	17¾	4	¼	4	17¾	4	¼	4	150	88½	251	36	10
Garford 151–A–5	10½	4	3/8	2	21⅝	4	¼	4	150	88½	251	36	11
Gary WLD–1	11½	3	¼	4	11½	3	¼	4	97⅜			34	11½
Gary G15–1½	12	3¼	¼	4	12	3¼	¼	4	120	72	214	34	10¾
Gary E25–2½	13½	3½	¼	4	13½	3½	¼	4	120	76	214	34	10
Gary Y35–3½	15¾	3¾	¼	4	15¾	3¾	¼	4	148	86	247	36¾	10¾
Gary B50–5	18¼	4	¼	4	18¼	4	¼	4	168	99	275	39	10¼
G.M.C. K–41	13	3½	¼	4	13	3½	¼	4	Opt	Opt	Opt	33	9½
G.M.C. K–71	15⅛	3¾	¼	4	15⅛	3¾	¼	4	Opt	Opt	Opt	38	10¾
G.M.C. K–101	17¾	4	¼	4	17¾	4	¼	4	Opt	Opt	Opt	38	9¾
G.M.C. K–17	14¼	2⅜	1/4	3	46¾	2⅛	1/4	1	101	57	199½	34¼	8 11/16
G.M.C. K–32	14¼	2⅜	1/16	3	46¾	2⅛	1/16	1	123	75	221	34⅜	9 11/16
Gotfredson 20–B–1	42¼	3¼	1/4	1	11	2	1/4	2	86 5/16	56 11/16	181¼	32⅛	8½
Gotfredson 30–1½	11¾	3¼	1/4	4					118 1/16	69 11/16	213¾	32⅛	
Gotfredson 41–2	11¾	3¼	1/4	4					119 1/4	67 11/16	216⅝	32	
Gotfredson 60–3	11¾	5	1/4	2	13½	3¼	¼	4	127	81 1/4	218½	33	
Gotfredson 80–4	11¾	7	1/4	2	15½	3¾	¼	4	147	88¾	242⅝	35	8 11/16
Gotfredson 100–5	12¾	7	1/4	2	18¾	4	¼	4	156	93	256½	38	10⅛
Graham Bros. BB–1	41¾	2	1/4	2	41¾	2	1/4	2	86 11/16	46 23/32	192 5/8	34	
Graham Bros. CB&MB–1½	41¾	2¼	1/4	2	41¾	2¼	1/4	2	96 11/16	56 11/16	202⅝	34	
Graham Bros. LB&FB–1½	41¾	2¼	1/4	2	41¾	2¼	1/4	2	132 11/16	74 7/8	238⅝	34	
Gramm-Bernstein 10 Sp'd–1	48	2	1/4	2	26	2	1/4	1	97	54	180	30⅛	
Gramm-Bernstein 15–1½–2	48½	2	1/4	2	45⅞	1½	1/4	2	120	74	205 11/16	32	
Gramm-Bernstein 65–1½–2	19¾	1¾	1/4	4	19¾	1¾	1/4	4	120	74	205 11/16	32	
Gramm-Bernstein 125–2½	8	5	¼	2	45	2	1/4	4	126	77¾	214	32	
Gramm-Bernstein 30–3	22¾	2¼	¼	4	22¾	2¼	¼	4	129¾	81¾	226¾	36	
Gramm-Bernstein 75P–3½	22¾	2¼	¼	4	22¾	2¼	¼	4	129¾			36	
Gramm-Bernstein 40–4	28¾	2¾	¼	4	28¾	2¾	¼	4	144	87¾	240¾	36	
Gramm-Bernstein 50–5–6	32 1/8	2¾	¼	4	32 1/8	2¾	¼	4	132	97	263½	36	
Grass Premier 40A	22½	1¼	1/8	4	48	2½	1/8	2	98	70	192	31	
Grass Premier 60A1½	48½	2	1/16	2	47	1½	1/8	2	108	66	204	31	
Grass Premier 70A2½									120		214	31	
Grass Premier 90A3½	15⅝	3¾	¼	4	15¾	3¾	¼	4	95	83	192	35	
Harvey WOA–2	45	2	¼	2	45	2	¼	2	139	87	242¼	32	10
Harvey WFB–2½	50	2¼	¼	2	50	2¼	¼	2	139	87	242¼	32	10
Harvey WTT–6	13	3½	¼	4	13	3½	¼	4	83	52	186¼	32	10
Harvey WHB–3½	20¾	4	¼	4	20¾	3	¼	4	151¾	85¾	258⅞	35	9
Harvey WFT–6	50	2¼	¼	2	50	2¼	¼	2	84	52	189 1/4	32	10
Harvey WFC–2½	13	3½	¼	4	13	3½	¼	4	139	87	242¼	32	10
Harvey WHT–10	20¾	4	¼	4	20¾	3	¼	4	86	52½	191⅞	35	9

NAME, MODEL AND TONNAGE	BRAKE LINING								FRAME				
	Service				Emergency				Length			Width	
	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Indiana 15–1½	19	2	1/16	4	19	2	1/16	4	114	67 1/16	213¼	34	10¼
Indiana 20–2	22¼	2¼	¼	4	22¼	2¼	¼	4	126	74½	226½	33	10¾
Indiana 25–2½	22¼	2¼	¼	4	22¼	2¼	¼	4	138	81	229 1/16	33	9¾
Indiana 35–3½	20¾		¼	4	20¾		¼	4	139	79¾	244¾	34½	8¾
Indiana 51–5	65 1/16	3	3/8	2	65 1/16	3	3/8	2	152¼	87	260	37½	10½
Inter'l S–2000 lbs.–Sp. Tr.	38	2	1/8	2	36	2	1/8	2	88			34	
International 33–3000 lbs	43¾	2¼	1/8	2	43¾	2¼	1/8	2	101¾	57¼	194¾	34	11½
International 43–4000 lbs	50⅝	2¼	1/8	2	50⅝	2¼	1/8	2	109	59¼	202	32¼	11½
International 63–6000	50⅝	2¼	1/16	2	50⅝	2¼	1/16	2	116 1/16	67⅝	213⅞	34	11¾
International 103									146	87⅝	244	34	12¾
Kelly-Springfield K70–1½–2	17⅜	2⅜	1/16	4	17⅜	1⅞	1/8	4	132	81	230	34	10
Kelly-Springf'd K41–3½–5	3 1/16	4½	¼	12	58	2½	1/8	2	144	87	248	36	9½
Kelly-Springf'd K61–5 to 7	3 1/16	4½	¼	12	58	2½	1/8	2	144	87	248	36	9½
Kelly-Springfield K-75-2½	3 1/16	4½	¼	12	21¼	2½	1/8	4	138	85	238	34	9½
Kelly-Springfield K-76-2½	17⅜	2⅜	1/8	4	17⅜	1⅞	1/8	4	138	85	238	34	9¾
Kelly-Springfield K100–5	23⅛	3	1/16	4	23⅛	2½	1/16	4	144	89	248	36	9½
Kenworth O–1	18	2	1/8	4	18	2	1/8	4	120	77½	207½		
Kenworth M–2	22¼	2¼	¼	4	22¼	2¼	¼	4	122	74	218		
Kenworth KS–3	22¼	2¼	¼	4	22¼	2¼	¼	4	136	83	233		
Kenworth L–4	20¾	4	¼	4	20¾	3	¼	4	150	89	243		
Kenworth RS–5	68¾	3	¼	2	68¾	3	¼	2	160	96	250		
King Zeitler 1	11½	3¼	¼	4	11½	3¼	¼	4	Opt	Opt	Opt	32	10¼
King Zeitler 1½	12¼	3¼	¼	4	12¼	3¼	¼	4	Opt	Opt	Opt	32	10¾
King Zeitler 2½	13½	3½	¼	4	13½	3½	¼	4	Opt	Opt	Opt	32	10
King Zeitler 3½	16	3¾	¼	4	16	3¾	¼	4	Opt	Opt	Opt	36	10¾
King Zeitler 5	18	4	¼	4	18	4	¼	4	Opt	Opt	Opt	36	10¾
Kissel 1 Ton	11	3	¼	4	12	3¼	¼	4	102	58½	201	34	
Kissel Utility 1½	19	2	1/8	4	12	3¼	¼	4	120	70½	219	34	
Kissel Freighter 2	14	3½	¼	4	14	3½	¼	4	144	80	243	34	
Kissel Heavy Duty 4	56	2½	1/8	2	56	2½	1/8	2	156	94¾	251¼	36	
Kleiber 1½	13	3¼	¼	4	13	3¼	¼	4	114			34	
Kleiber 2½	14	3½	¼	4	14	3¼	¼	4	150			34	
Kleiber 3½	16	3¾	¼	4	16	3¾	¼	4	156			38	
Kleiber 5	18	4	¼	4	18	4	¼	4	171			38	
Krebs J–24	11¼	2½	¼	4	11¼	2½	¼	4	119	64	214	33	10¾
Krebs 50	13½	3½	¼	4	13½	3½	¼	4	122	60	222	33	9
Krebs K–45	12	3¼	¼	4	12	3¼	¼	4	122	60	222	33	10
Krebs 80	13½	3½	¼	4	13½	3½	¼	4	131	80	234	33¼	9
Krebs L–75	13½	3½	¼	4	13½	3½	¼	4	131	80	234	33¼	9
Krebs 100	16	3¾	¼	4	16	3¾	¼	4	131	87	234	38	10
Krebs L–110	16	3¾	¼	4	16	3¾	¼	4	131	87	234	38	10
Krebs 130	16	3¾	¼	4	16	3¾	¼	4	126	92	234	38	10
Krebs B–120	16	3¾	¼	4	16	3¾	¼	4	126	92	234	38	10
Lange F–3½	13¾	3¾	¼	4	13¾	3¾	¼	4	159	104	251½	37	9½
Lange E–2½	11½	3½	¼	4	11½	3½	¼	4	139	85	229	33	10
Lange G–1½	12	3¼	¼	4	12	3¼	¼	4	114	73	205	33	9¾
Larrabee X2–1–1¼ Ton	50	2	1/8	2	50	2	1/8	2	108	59	205	34	11
Larrabee J4–1½–2¼ Ton	19	2	¼	4	19	2	¼	4	108	67½	199	34	10½
Larrabee K5–2½–3½ Ton	21	2¼	¼	4	21	2¼	¼	4	Opt	Opt	Opt	34	9¾
Larrabee L4–3½–4½ Ton	21	4	¼	4	21	3	¼	4	Opt	Opt	Opt	36	9
LeMoon GP–1	11½	2½	1/16	2	11½	2½	1/8	2	65				11
LeMoon GP–1½	11½	3	1/16	2	11½	3	1/8	2	Opt				11
LeMoon GP–2	12	3¼	¼	2	12	3¼	¼	2	Opt				11
LeMoon G–3	13½	3½	¼	2	13½	3½	¼	2	Opt				11
LeMoon G–4	16½	3¾	¼	2	16½	3¾	¼	2	Opt				11
LeMoon G–5	18	4	¼	2	18	4	¼	2	Opt				11
Maccar EX–1¼	50	2	1/8	2	48	2	1/8	2	101⅝	68	192½	37	9½
Maccar V–1, 2	11⅝	3¼	¼	4	11⅝	3¼	¼	4	138¾	79¾	243⅜	34	10½
Maccar H–1, 3	13 1/8	3½	¼	4	13 1/8	3½	¼	4	138¾	79¾	243⅜	34	9½
Maccar M–2, 4	14¾	3¾	¼	4	14¾	3¾	¼	4	156¾	91¾	263½	34	8½
Maccar G–1 .5	18	4	¼	4	18	4	¼	4	163⅞	99⅞	278	37½	10
Mack AB-1½,2,2½-T-Ch	11⅝	4	¼	2	16½	2½	¼	4	Opt			33¼	
Mack Dual It'd'n-1½,2,2½	18¼	3½	¼	4	12	6	¼	2	Opt			33¼	
Mack AB–Tractor–5	11⅜	4	¼	2	16½	2½	¼	4	Opt			33¼	

Replacement Table—Continued

NAME, MODEL AND TONNAGE	BRAKE LINING								FRAME				
	Service				Emergency				Length			Width	
	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Harvey WFC-2½	13	3½	¼	4	15	3½	¼	4	86	52½	191⅛	35	9
Harvey WHT-10	20¾	4	¼	4	20¾	3	¼	4					
Mack AB-Tractor-5	11⅜	4	¼	2	16½	2½	¾	4	Opt			38¾	
Mack AC-3½,5,6½,7½	16⅛	3	¼	4	20½	3½	¼	4	Opt			37½	
Mack AC-Trac.-7,10,13 15	16⅜	3	¼	4	20½	3½	¼	4	Opt			37½	
Master 22-1½	12	3¼	¼	2	12	3¼	¼	2	Opt			34⅛	
Master 41-2½	13¼	3½	¼	2	13¼	3½	¼	2	117⅜			34	
Master 51-3½	16	3¾	¼	2	16	3¾	¼	2	147¾			36¾	
Master 61-5	13¼	4	¼	2	18	4	¼	2	162⅞			36¾	
Master 64-5-6	13¼	4	¼	2	18	4	¼	2	162⅞			39	
Menominee Hurryton -1	48	2½	⅜	2	11	2½	⅜	2	102⅜		197	33	10½
Menominee H-1½	47⅜	2½	⅜	2					122		216	32	10⅝
Menominee D-2	13½	3½	⅜	8	33¼	2½	⅜	2	146		224	32	10⅝
Menominee HT-1¼	47⅜	2½	⅜	2	33¼	2½	⅜	2	102¾		192	32	10⅝
Moreland RR-1	49	2½	⅜	2	46	2½	⅜	2	108	56⅜	208⅜	34	
Moreland BX-1½	12	3¼	¼	4	12	3¼	¼	4	108	56⅜	208⅜	34	
Moreland EX-2	12	3¼	¼	4	12	3¼	¼	4	132	79⅜	226¼	34	
Moreland AX-3	13½	3½	¼	4	13½	3½	¼	4	174	101¾	253	34	
Moreland RX-5	15½	3¾	¼	4	15½	3¾	¼	4	192	115¾	271	38	
Moreland RC-Bus	49	2½	¼	2	46	2½	¼	2	156	100	256	34	7
Moreland EC-Bus	13½	3½	¼	4	13½	3½	¼	4	152	102	254	34	8
Moreland AC-Bus	15½	3¾	¼	4	15½	3¾	¼	4	171	114¼	271	44	7
Nash 2018-1-1½	49⅛	2	⅜	2	20⅜	2½	⅜	1	104½	61	193	30½	9¾
Nash 3018-2-2½	50⅝	3	⅜	2	20⅜	2½	⅜	1	118¼	65	207	31⅝	9¾
Nash 4017-2-2½	49½	2½	¼	4	25⅜	2	¼	1	117⅛	85½	202½	38⅛	14¾
National M	12	3¼	¼	4	12	3¼	¼	4	116	65	208	34	9½
National T	13½	3½	¼	4	13½	3½	¼	4	123½	80½	220	34	9⅞
National NB-3½	16	3¾	¼	4	16	3¾	¼	4	142	91	243	36	8⅜
Noble A-76-1½	47	2½	¼	2	45	2½	¼	2	100	58	191	34	
Noble A-21-1½	19	2	¼	2	19	2	¼	2	102	74	203	34	
Noble B-31-2	43	2	¼	2	43	2	¼	2	126	80	221	34	
Noble D-52-3	21	2¼	¼	4	21	2¼	¼	4		101	207	34	
Noble E-72-4	57	2½	¼	2	57	2½	¼	2		114	218	36	
Northway B-2-2	50½	2¼	¼	2	50½	2¼	¼	2	133	62	223½	33	9
Northway B-3-3½	54	2½	¼	2	54	2½	¼	2	173	92	253¼	34⅝	11
Ogden A-2-1	11	2½	¼	4	11	2½	¼	4	108	56	186	33¼	10⅛
Ogden D-1½	10⅜	3	¼	4	10⅜	3	¼	4	120			33¼	
Ogden E-2½	52	2¼	¼	1	52	2¼	¼	1	144			33¼	
Ogden F-3½	15⅝	3¾	¼	4	⅜	3¾	¼	4	168			37	
Ogden G-5	11	6	¼	2	25	4	¼	4	168			37	
Oshkosh AW-2	23⅝	3½	¼	1	43½	2½	⅜	2	108	75⅝	189	34	
Oshkosh AAW-2	23⅝	3½	¼	1	43½	2½	⅜	2	144	110⅝	224	34	
Oshkosh BO-2½	23⅝	4½	⅜	1	43½	2½	⅜	2	125	85½	211	34	
Oshkosh BBO2½	23⅝	4½	⅜	1	43½	2½	⅜	2	144	104½	230	34	
Overland ½									31¼	29	127¼	26	9½
Patriot 7R-1	40½	1¾	⅜	1	40½	1¾	⅜	1	93	56	184	33¼	11¼
Patriot 9-L-2	40½	1¾	⅜	1	40½	1¾	⅜	1	113	65	207	34	10
Patriot 11W-3	58	2½	¼	1	43	2½	¼	1	150	82	246	34	10
Penn 1	40	1½	⅜	4	40	1½	⅜	4	89	52	178	34	9½
Penn 2	50½	3	⅜	1	46¾	2	⅜	1	124	80	214	38	12
Pierce Arrow XA-2	15½	3¾	¼	4	15½	3¾	¼	4	125⅜	70⅜	225	34⅛	8⅛
Pierce Arrow XB-3	15⅝	3¾	¼	4	15⅛	3¾	¼	4	125⅜	70⅜	225	34⅛	8⅛
Pierce Arrow WC-4	9⅜	6	¼	2	18	4¾	⅜	4	133¼	78¾	237	38⅛	7⅜
Pierce Arrow RD-5-6	9⅜	6	¼	2	20⅞	4¾	⅜	4	139¼	84¾	243	38⅛	8⅜
Pierce Arrow RF-7½	9⅜	6	¼	2	20⅞	4¾	⅜	4	139¼	84¾	243	38⅛	8⅜
Pierce Arrow XB-TT	15⅝	3¾	¼	4	15⅛	3¾	¼	4	77⅜	48⅜	172⅛	34⅛	8⅛
Pierce Arrow RD-TT	9⅜	6	¼	2	18	4¾	⅜	4	77¼	48¾	173⅝	38⅛	7⅜
Pierce Arrow RF-TT	9⅜	6	¼	2	20⅞	4¾	⅜	4	77¼	48¾	173⅝	38⅛	8⅜
Rainier R31-¾	11	2½	¼	4	11	2½	¼	4	86½	50⅜	181	34	11¾
Rainier R29-1	11	2½	¼	4	11	2½	¼	4	96½	57⅝	190¼	34	10¼
Rainier R36-1½	11¾	3¼	¼	4	11	3¼	¼	4	111	72¼	206½	34	9¾
Rainier R28-2-2½	20	2¼	¼	4	20	2¼	¼	4	124¾	80½	225	33	9½
Rainier R20-2½-3	13	3½	¼	4	13	3½	¼	4	137½	85½	241¾	33	10
Rainier R25-3½-5	15½	3¾	¼	4	15½	3¾	¼	4	157½	91	263⅞	37	8¼
Rainier R27-6-7	18	4	¼	4	18	4	¼	4	154½	88	263⅞	37	9½
Reo F-2500 lbs	45⅞	3	⅜	2	40⅜	3	⅜	2	81⅜	55¾	171	30	9¾
Rowe CDW-2½	20	2¼	¼	4	20	2¼	¼	4	139½	81¼	224¾	33	9¾
Rowe GSW-3	20	2¼	¼	4	20	2¼	¼	4	139½	81¼	224¾	33	9¾
Rowe HW-4	22	4	¼	4	22	3	¼	4	163½	99	249½	36	9
Rowe FW-5	68	3	¼	2	60	3	¼	2	175½	107¾	265	38½	10⅛
Ruggles 16-1	43⅞	2	⅜	2	39	1¾	⅜	2	128	97½	170	38½	9¼
Ruggles 20R-1¼	48	2½	⅜	2	46⅝	2¼	⅜	2	96⅝	55⅜	186¾	34	11
Ruggles 22	48	2½	⅜	2	46⅝	2¼	⅜	2	104½	65	194¾	34	11
Ruggles 41-2	47½	2½	⅜	2	33¼	2½	⅜	2	134¼	75½	224	34	8¼
Ruggles 40H-2½	58	2½	⅜	2	44	2½	⅜	2	134¼	75½	224	34	9¼
Rumely A-1¼-2	19½	2	⅜	4	19½	2	⅜	4	122	72	213	34	11
Sandow G-1	22¼	2¼	¼	4	22¼	2¼	¼	4	96		205	34	10½
Sandow C-G-1½	22¼	2¼	¼	4	22¼	2¼	¼	4	120			34	10½
Sandow J-2½	11¾	3½	¼	4	11¾	3½	¼	4	Opt			32	10¼
Sandow M-3½	13½	4	¼	4	11¾	3½	¼	4	Opt			37	11
Sandow L-5	13½	4	¼	4	11¾	3½	¼	4	Opt			37	11
Sanford W15-1½	22¼	2¼	¼	4	22¼	2¼	¼	4	120	71¾	205¾	32	11
Sanford 25-2½	22¾	2¾	¼	4	22¾	2¼	¼	4	144	109½	238	35	9¾
Sanford 35-3½	55¾	4	¼	4	55¾	2½	¼	2	144	97½	244	35	8⅜
Sanford 50-5	65	2	¼	2	65	2	¼	2	144	97½	244	35	10½
Saurer 5AD-6½									Opt	Opt	Opt	33½	10
Schacht H-1½	33	2½	⅜	1	48	2½	⅜	1				31	
Schacht G-2-2½-3	8¼	3	¼	4	13½	3¼	¼	4				35¾	
Schacht G-4-5	8¼	3	¼	4	15	4	⅜	4				35¾	
Selden 30C	11⅜	3¼	¼	4	11⅜	3¼	¼	4	114	71	198½	34	
Selden 50B	13	3½	¼	4	13	3½	¼	4	136	82	227¾	34	
Selden 52	15⅝	3¾	¼	4	15⅝	3¾	¼	4	240	161	295	52	
Selden 53B	13	3½	¼	3	13	3½	¼	4	136	82	244	34	
Selden 70B	15⅝	3¾	¼	4	15⅝	3¾	¼	4	155	91	253⅜	37½	
Selden 73B									155	91			
Selden 90B	17⅜	4	¼	4	17⅜	4	¼	4	153	89	256⅜	37½	
Service 25F-1	20	2	⅜	4	20	2	⅜	4	106¾	65¾	203½	32	7¼
Service 34-1½	11¾	3¼	¼	4	11¾	3¼	¼	4	121	82¼	216½	34	10¾
Service 61-2½	13½	3½	¼	4	13½	3½	¼	4	127¾	92¼	226½	34	10
Service 81-3½	15½	3¾	¼	4	15½	3¾	¼	4	144	100¼	245¾	38	8½
Service 103-5	18	4	¼	4	18	4	¼	4	144	100¾	245¾	38	10
Standard 75-1¼	11¾	2½	¼	4	11¾	2½	¼	4	108	62½	198	32	9¾
Standard 1½K-1-1½	10⅞	3	¼	4	10⅞	3	¼	4	120	72½	210	32	9⅞
Standard 2½K-2½-3	13⅜	3½	¼	4	13⅜	3½	¼	4	132	83	220⅜	32	12
Standard 3½K-3½-5	15⅝	3¾	¼	4	15⅝	3¼	¼	4	144	93¾	240	38	9½
Standard 5K-5-7	17⅜	4	¼	4	17	4	¼	4	144	93¾	244½	38	9
Sterling GB2	15⅛	3¾	¼	4	15⅛	3½	¼	4			287	34	
Sterling GB4	15⅛	3¾	¼	4	15⅛	3½	¼	4			287	34	
Sterling GB6	15⅛	3¾	¼	4	15⅛	3½	¼	4			318	34	
Sterling DW8	11⅜	3¼	¼	4	11⅜	3¼	¼	4	120	70	216	33½	
Sterling EW23	17¾	4	¼	4	17¾	4	¼	4	150	91	259	30	
Sterling DW10, DW12	11⅜	3¼	¼	4	11⅜	3¼	¼	4	120	70	216	34	
Sterling DW14	13⅜	3½	¼	4	13⅜	3½	¼	4	138	84	234	34	
Sterling EW23	17¾	4	¼	4	17¾	4	¼	1	158	91	259	38	
Sterling DWS14, DW16	13⅜	3½	¼	4	13⅜	3½	¼	4	138	84	234	34	
Sterling EW20	15⅛	3¾	¼	4	15⅛	3¾	¼	4	144	85	245	38	
Sterling EC23	56⅜	4½	¼	2	29⅜	4	¼	1	158	97	259	38	
Sterling EWS25, EW27	17¾	4	¼	4	17¾	4	¼	4	158	91	259	38	
Sterling ECS24, EC26 & 28	56⅜	4½	¼	2	29⅜	4	¼	1	158	97	259	38	
Sterling EC29	56⅜	4½	¼	2	29⅜	4	¼	1	158	97	259	38	
Stewart M15-1¼	41⅜	2	⅜	2	22¾	2	⅜	1	99½			38	
Stewart M9-1½	48½	2	⅜	2	8	5	⅜	2	119¼			32	
Stewart M7X	50⅝	2	⅜	2	8	5	⅜	2	132¾			32	
Stewart M10X	60	3	⅜	2	8	5	⅜	2	138			32	

Replacement Table—Continued

Replacement Table—Continued

NAME, MODEL AND TONNAGE	BRAKE LINING					FRAME			
	Service			Emergency		Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Width	Clearance at Lowest Point of Chassis
	Length	Width	Thickness	Length	Width	Thickness	No. of Pieces	Length	Length	Length	Length	Length	Length
Super Truck 50	51½	2¼	¼	51½	1¼	¼	2	135	84	243	36	9¾
Super Truck 70	55½	2½	¼	55½	2¼	¼	2	144	97 7/8	249	34	10¾
Super Truck 100	68	3	¼	51½	3	¼	2	144	97 7/8	249	34	10
Traffic C–4000	43½	2½	⅝	38	1¾	⅝	2	116¼	67¾	204	34	12
Traffic 6000	52	2½	⅝	47	2¼	⅝	2	120¾	69¾	213⅜	34	11¾
Traffic Speedboy	43½	2½	⅝	38	1¾	⅝	2	86	53 7/8	174	34	11¾
Traylor B	50	2	¼	50	2	¼	2	117	75	204¾	34	10
Traylor C	50	2¼	¼	50	2¼	¼	2	122	73½	218¾	34	10½
Traylor D	56½	2¼	¼	56½	2¼	¼	2	142	76	241½	34	9¾
Traylor F	59	2½	...	59	2½	...	2	165	92½	273¼	35	11
Union FW–2½	27	4½	½	52	3	½	1	133½	77¾	224	32	11¾
Union H–4	56¾	3½	½	32	4½	½	1	157½	...	264	34	13¾
Union HW–4	27	4¼	½	24	4¼	½	2	157½	98	264	34	13¾
United 25	48	2½	⅝	46	2¼	⅝	2	91⅞	53 5/8	182	33	9¾
United 30	48	2½	⅝	46	2¼	⅝	2	115⅝	75 5/8	206	33	10¾
United 35	47½	2½	⅝	33¾	2½	⅝	2	115⅝	76 5/8	206	33	9
United 50	47½	2½	⅝	33¾	2½	⅝	2	115⅝	80 5/8	226	33	8½
United 60	57½	2½	¼	42½	2½	¼	2	132⅝	80 5/8	226	33	8½
United 80	60	3	¼	60	3	¼	2	141⅝	81¼	237 5/8	34	9¾
U S.U.–1½	50½	2½	⅝	20	1½	⅝	4	108	70	195	32	9¾
U S.N.–1½	50½	2½	⅝	46½	2¼	⅝	4	120	82	211	34	11
U.S.N.W. 2½–2	21	2¼	⅝	21	2¼	⅝	4	120	82	211	34	11
U.S.R.–2½–3	21	2¼	⅝	21	2¼	⅝	4	144	94	241	34	9¾
U.S.S.–3½–4	21	3	¼	21	3	¼	4	144	104	258	36	9
U S.T. 5–7	62	4	¼	33	4	¼	1	156	103	278	36	10½
U S.S. Spec. 4–5	21	4	¼	21	3	¼	4	156	104	258	36	...
Victor 25–1¼	22	2½	⅝	23	2½	⅝	1	90¾	54	180¾	34	10
Victor 40–1½	48	2½	⅝	35	2½	⅝	2	105⅛	66⅝	194⅜	34	9½
Victor 50–2	49	2½	⅝	35	2½	⅝	2	111⅛	75⅝	200⅜	34	9½
Victor 60–2½	59	2½	⅝	44¼	2½	⅝	2	130⅝	90⅝	216⅜	34	9½
Victor 70–2½	59	2½	⅝	44¼	2½	⅝	2	130⅞	90⅝	216⅜	34	9½
Victor 80–3½	59	2½	⅝	44¼	2½	⅝	2	145	88¾	238	36	10½
Victor 85–5	71	2½	⅝	55	2½	⅝	2	145	88¾	238	36	9
Victor 90–6	71	2½	⅝	55	2½	⅝	2	145	88¾	243	36	11
Wachusett S–1	11¼	2½	¼	11¼	2½	¼	2	115	74	212	33	.....
Wachusett J–1½	11	3	¼	11	3	¼	2	121	76	212	33	.....
Wachusett K2	11¾	3¼	¼	11¾	3¼	¼	2	145	78	240	33	.....
Wachusett L2½	13½	3½	¼	13½	3½	¼	2	144	94	241	33	.....
Walker 12	11	2½	⅝	11	2½	⅝	8	72	.....	.....	32	.....
Walker 15	45½	2½	⅝	16	2½	⅝	4	90	.....	.....	32	.....
Walker P–3½	53¾	3	¼	19¼	2½	⅝	4	140	.....	.....	35	.....
Walker N–5	53¾	3	¼	19¼	2½	⅝	4	162	.....	.....	35	.....
Walker 22	45½	2½	¼	16	2½	⅝	4	99	.....	.....	32	.....
Walker 42	53¾	3	¼	19¼	2½	⅝	4	120	.....	.....	32	.....
Walter F	30	5	¼	57	2½	⅝	2	Opt	.....	.....	36	14
Ward LaFr'e 2B–2½–3½	13	3½	¼	13	3½	¼	4	137½	.....	.....	33	.....
Ward LaFrance 4A–3½–5	15½	3¾	¼	15½	4	¼	4	170 ⅞	.....	.....	37	.....
Ward LaFrance 5A–5–7	18	4	¼	18	4	¼	4	170 ⅞	.....	.....	37	.....
White 15A–Taxi	46	2½	⅝	41	2½	⅝	2	55⅝	43½	149¼	34	8½
White 15–¾	46	2½	⅝	41	2½	⅝	2	85½	58	181	34	10¼
White 15–45–¾	54 1/8	2½	⅝	50	2½	⅝	2	85⅝	57 7/8	190	34	10¼
White 20–2	55 7/8	2½	⅝	50	2½	⅝	2	107½	70	239½	34	9¼
White 20–D–2	55 7/8	3½	⅝	50	3½	⅝	2	98	70	191½	34	9
White 20–45–2	11¾	5	¼	50	3½	⅝	4	107½	82	215¾	34	9
White 50A–Bus	11¾	5	¼	50	3½	⅝	4	168	112	274¾	34	7 ⅞
White 40–3½	11¾	5	¼	26	5	¼	4	164	106½	267 7/8	42⅛	13
White 40–D–3½	11¾	5	¼	26	5	¼	4	119	88½	222½	42½	13
White 45–5	11¾	5	¼	26	5	¼	4	164	106½	267½	42½	13
White 45–D–5	11¾	5	¼	26	5	¼	4	119	88½	222½	42½	13
Wilcox AA–1	47 ⅞	2½	⅛	33¼	2½	⅛	2	96	.....	.....	34	.....
Wilcox B–1½	47 ⅞	2½	⅛	33¼	2½	⅛	2	132	.....	.....	33	.....
Wilcox C–2½	57½	2½	⅛	42½	2½	⅛	2	141	.....	.....	33	.....
Wilcox E–3½	57½	2½	⅛	42½	2½	⅛	2	156	.....	.....	33	.....
Wilcox F–5	69⅝	3½	⅛	52	3½	⅛	2	148½	.....	.....	36	.....
Witt-Will P–2	48	3¼	¼	48	3¼	¼	4	...	78	223	32	10
Witt-Will SS–3	52	3½	¼	52	3½	¼	4	156	108	242	32	10
Witt-Will N–1½	48	3¼	¼	48	3¼	¼	4	137	78	226	32	10
Witt-Will S–2½	52	3½	¼	52	3½	¼	4	137	78	226	32	10
Yellow Cab M22	49	2½	¼	45	2½	¼	2	60	.....	.....	43	.....
Yellow Cab M42–1½	21¾	3	¼	11	3	¼	4	92	.....	.....	32	.....
Yellow Cab Express T1	21¾	3½	¼	11½	2½	⅛	2	94⅞	61¼	181⅜	34½	.....

Improved Roads Not Luxuries Cheaper Than Unimproved

Although the exact state of road improvements in the United States at the present time is not known, it is estimated by the Department of Agriculture that the total mileage of surfaced roads at the end of 1924 was between 450,000 and 475,000 miles. Indications are that approximately 40,000 miles of surfaced roads of various types have been built during each year since 1921. Exact figures as to how this mileage has been divided by types or States are not available. A considerable part of the work, moreover, has consisted of resurfacing. It therefore can not be assumed that the net mileage of surfaced roads has been increased during the last three years by the total amount of new construction. The last complete survey of the road improvement situation was made in 1921 when the total surfaced mileage was reckoned at 387,760 miles. New construction and resurfacing since 1921 have proceeded at a rate which is believed to justify the estimate that the net gain since then is well above 60,000 miles.

In announcing these facts, the department draws attention to certain wrong ideas that are current about road improvement. Improved roads, it says, are not luxuries. For the movement of every vehicle over a road there is a certain cost, which is less if the road be improved than if it be left in a state of nature. Logically, therefore, the only limit that should be placed on expenditure for road improvement is the amount that can be saved in vehicular operating costs. This amount, of course, depends upon the number of vehicles using the road. It is pointed out that the country loses more, in increased cost of operating vehicles, by not improving roads than it costs to improve them. In other words, it pays for improved roads whether it has them or not, and it pays less by having them than by not having them.

Another common error, says the department, is that all roads should be hard-surfaced. Hard surfacing with concrete, brick, asphalt, stone or wood blocks is an expensive process. When its cost is greater than the saving accruing from the improvement, hard-surfacing is not advisable. It is possible to make great improvements in roads without hard-surfacing them and these improvements are quite effective in reducing the cost of travel.

All roads should be improved, says the department, to the maximum degree that the traffic on them justifies, but no road should be improved beyond its earning capacity.

Still another common mistake is the idea that there is such a thing as a permanent road. This delusion, says the department, has been responsible for much disregard of road maintenance. All roads, regardless of type, gradually depreciate and wear out under the wheels of vehicles and the action of the weather. To keep a road in cotinuously good order, it is necessary to start maintaining it the day its construction is completed.

Electric Commercial Cars

Name and Model Number	Total Weight Resting on Four Tires	Chassis Weight—Exclusive of Battery	Minimum Load Capacity	Maximum Load Capacity	Chassis Price	Maximum Speed	Location of Battery	Mileage Per Charge	Motor	Controller	Speeds Forward	Drive	Rear Axle	Springs	Front Tires	Rear Tires	Steering Gear	Wheelbase	Per Cent of Weight on Rear Wheels
Autocar E 1F	10000	3650	.....	.....	2400	.....	A	.....	G-E	G-E	5	R	Own	Row	34x4	34x5	Ross	107	60
Autocar E 2D	15000	4300	.....	.....	2800	.....	A	.....	G-E	G-E	5	R	Own	Row	34x5	34x6	Ross	120	60
Autocar E 3H	18000	4900	.....	.....	3200	.....	A	.....	G-E	G-E	5	R	Own	Row	34x5	36x8	Ross	131	60
Autocar E 4Y	26000	6800	.....	.....	4000	.....	A	.....	G-E	G-E	5	R	Own	Row	34x6	36x6½	Ross	138	60
Autocar E 5M	30000	7200	.....	.....	4300	.....	A	.....	G-E	G-E	5	R	Own	Row	36x7	36x7½	Ross	138	60
C-T -H1	5600	2400	.....	.....	.....	14	A	55	G-E	Own	4	Own	F	Shel	36x3	36x3½	W	108	68
C-T F-1.5	6600	2800	.....	.....	.....	14	A	60	G-E	Own	4	Own	F	Shel	36x3	36x4	W	94	65
C-T H-1.5	6600	2800	.....	.....	.....	14	A	60	G-E	Own	4	Own	F	Shel	36x3	36x4	W	116	71
C-T F-2	8000	3100	.....	.....	.....	14	A	50	G-E	Own	4	Own	F	Shel	36x3½	36x5	W	96	66
C-T H-2	8000	3100	.....	.....	.....	14	A	50	G-E	Own	4	Own	F	Shel	36x3½	36x5	W	124	70
C-T F-4	11950	4200	.....	.....	.....	12	A	50	G-E	Own	4	Own	F	Shel	36x4	36x4†	W	116	68
C-T A-7	17700	5800	.....	.....	.....	11	A	45	G-E	Own	4	I	D	Shel	36x6	36x4†	W	122	60
C-T F-7	17900	6000	.....	.....	.....	11	A	45	G-E	Own	4	Own	F	Shel	36x5	36x5†	W	136	68
C-T A-10	22250	6500	.....	.....	.....	10	A	45	G-E	Own	4	I	D	Shel	36x7	36x5†	W	132	59
C-T F-10	22750	7000	.....	.....	.....	10	A	45	G-E	Own	4	Own	F	Shel	36x6	36x6†	W	152	68
Kelland AT	.....	1950	1000	1500	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3	34x3	Ross	102	60
Kelland BT	.....	2050	1500	2000	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x3½	Ross	102	60
Kelland CT	.....	2150	2000	2500	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x4	Ross	102	60
Kelland AH	.....	2500	1000	1500	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3	36x3	Hin	106	60
Kelland BH	.....	2600	1500	2000	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3½	36x3½	Hin	106	60
Kelland CH	.....	2700	2000	2500	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3½	36x4	Hin	106	60
Kelland ATS	.....	2200	1000	1500	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3	34x3	Ross	102	60
Kelland BTS	.....	2300	1500	2000	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x3½	Ross	102	60
Kelland CTS	.....	2400	2000	2500	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x4	Ross	102	60
Lansden Century	.....	1700	.....	1250	1600	15	S	60	G-E	Own	4	R	Flot	SP	32x4½	32x4½	Ross	108	60
Lansden Century	.....	1950	.....	2000	1850	15	S	60	G-E	Own	4	R	Flot	SP	33x5	33x5	Ross	112	50
Lansden Marathon	.....	2900	.....	2000	1850	14	A	50	G-E	Own	4	C	D	SP	36x3½	36x4	Bay	108	60
Lansden Marathon	.....	4400	.....	4000	2250	13	A	50	G-E	Own	4	C	D	SP	36x4	36x3½†	Bay	120	60
Lansden Marathon	.....	5700	.....	7000	2950	11	A	45	G-E	Own	4	C	D	SP	36x5	36x5†	Bay	133	60
Lansden Marathon	.....	7500	.....	10000	3350	10	A	40	G-E	Own	4	C	D	SP	36x6	36x6†	Bay	146	60
O. B–B	.....	.....	.....	.....	.....	13	.....	.....	G-E	Own	...	C	D	.....	36x4	36x3½†	Own	107	.....
O. B–C	.....	.....	.....	.....	.....	11	.....	.....	G-E	Own	...	C	D	.....	36x5	36x4 †	Own	135	.....
O. B–D	.....	.....	.....	.....	.....	10	.....	.....	G-E	Own	...	C	D	.....	36x6	36x5 †	Own	143	.....
Steinmets 15	6800	2200	1000	2250	1800	18	H&S	60	Own	Own	4	R	Own	Lig	32x4½*	32x4½*	Lav	114	55
Walker 12	.....	1900	.....	1000	.....	15	H&S	50	G-E	Own	4	.....	Tim	Det	32x3	32x3½	Roes	104	66
Walker 15	.....	2800	.....	1500	.....	14	A	50	West	West	5	Own	Own	Math	34x3	36x3½	Ross	94	66
Walker 22	.....	3000	.....	2000	.....	13	A	50	West	West	5	Own	Own	Math	34x3½	36x4	Ross	101	66
Walker 42	.....	4200	.....	4000	.....	13	A	50	West	West	5	Own	Own	Math	36x4	36x6	Ross	114	66
Walker P	.....	6000	.....	7000	.....	11	A	40	West	West	5	Own	Own	Math	36x5	38x5†	Ross	131	66
Walker N	.....	6700	.....	10000	.....	10	A	40	West	West	5	Own	Own	Math	36x6	38x6†	Ross	141	66
Walter HD	6800	2300	.....	2000	2200	16	A	60	Diehl	G-E	5	B	.....	.....	32x3½	32x4	Ross	98	60
Walter EN	13200	4400	.....	5000	3100	15	A	50	G-E	G-E	5	Own	D	.....	36x4	36x7	Gem	114	60
Walter EL	16800	5000	.....	7000	3700	13½	A	50	G-E	G-E	5	Own	D	.....	36x5	36x4	Gem	132	60
Walter E8	23600	7200	.....	11000	4500	12	A	50	G-E	G-E	5	Own	D	.....	36x6	40x6	Ross	150	70
Walter ER	28400	7500	.....	15000	4800	11	A	50	G-E	G-E	5	Own	D	.....	36x7	40x7	Ross	150	70
Ward A211	4650	1800	600	1150	.....	15	S	75	G-E	Own	4	W	Shel	Shel	32x3	32x3½	Own	88	56
Ward B-222	6000	2300	1010	1700	.....	14	S	84	G-E	Own	4	W	Shel	Shel	32x3½	32x4	Own	91	62
Ward C-211	8000	2670	2170	2880	.....	13	S	65	G-E	Own	4	W	Shel	Shel	32x3½	34x5	Own	96	64
Ward E-211	12000	3570	4480	5430	.....	12½	S	56½	G-E	Own	4	W	Shel	Shel	34x4	36x6	Own	108	65
Ward G-211	16000	4500	6560	7760	.....	11	S	44	G-E	Own	5	W	Shel	Shel	36x5	36x8	Own	120	68
Ward J-211	22500	6630	9500	11200	.....	10	S	39½	G-E	Own	5	W	Shel	Shel	36x6	36x10	Own	136	70
Ward M-211	30000	8430	13780	15920	.....	9	S	36	G-E	Own	5	W	Shel	Shel	36x7	36x7†	Own	152	71

NOTE: Battery Equipment on all above makes is at the option of the purchaser. Battery Location Abbreviations: A-amidships; H-under hood; and S-under seat

Watch Your Bridges!

It is an unfortunate fact that the American countryside is entirely too liberally sprinkled with old-fashioned bridges built before the era of the motor truck and heavy traffic.

A recent accident on the Lehigh canal which parallels the Delaware River acts as a splendid example of this fact. The navigable canal extending along the Pennsylvania shore of the Delaware from above Easton to Bristol together with its many bridges are almost a century old.

The Pennsylvania State Highway Department, like all other departments, has carefully watched these old bridges and tested them. However, timber has a habit of rotting below the surface and corrosion constantly gnaws at retaining walls.

Of course the inevitable had to happen. One of the bridges collapsed and two light cars coming from two different directions were thrown into the canal.

Care is needed on crossing old-time bridges. Warning signs are not posted by Highway Department engineers in a spirit of fun. If such signs are properly observed the safety of everyone is assured. If not, someone will probably be seriously injured, a good truck or car ruined and an important link in your neighborhood's line of communication will be broken.

Watch your bridges!

New Perfection Spring for Fords

A new Ford front spring known as the Perfection Alloy Spring, containing many new features, was recently brought out by the Eaton Bumper & Spring Company, Cleveland, Ohio.

It is featured by its feathered edges; bronze bushed eyes, which prevents freezing of shackle bolts; boltless center; finely tempered alloy steel; and long life. All these features are said to combine to assure soft, flexible and riding comfort. They are offered in 7, 8 and 9 plate sizes.

The nibbed leaves of this boltless spring are held permanently in place by steel straps at the center. This is claimed to add strength and save labor expense. The spring is easily and quickly installed.

Heil Announces Sales Changes

The general offices of The Heil Co., Milwaukee, have announced a new location for the Heil Northwestern Sales Co. offices and warehouse in St. Paul. The new address, 2651 University Ave., places this Heil distributor on the Midway between St. Paul and Minneapolis.

Messrs. E. E. Moore and Clarence R. Sundbloom are the distributors in charge of this office representing Heil in the northwest territory which includes Minnesota and North and South Dakota.

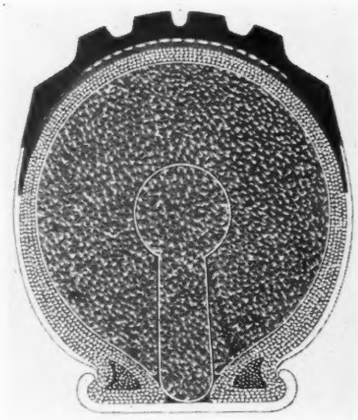
The Spinks Supply Company, Inc., Memphis, Heil distributors in the Tennessee territory, announces the change of the firm name to the Universal Equipment Company, Inc. They have also moved to a new location on Riverside Blvd. which places them directly opposite the new Memphis plant of the Ford Motor Co.

Announcement has also been made of the appointment of the Watkins Commercial Body Corp., Buffalo, N. Y., as an authorized distributor for The Heil Co., Milwaukee. They will be in a position to mount and service all Heil Body, Hoist and Tank Equipment.

Goodrich Compressed Air Tire

ALL patent and manufacturing rights to the Rubber Ace have been purchased by The B. F. Goodrich Rubber Company. The Rubber Ace is a specially designed tire filler substituting for the inner tube inflated with air.

Ever since pneumatic inner tubes have been used there have been numerous attempts to invent something to continue the pneumatic principle but avoid the attendant difficulties that will always be imminent with air filled casings. Five years ago a Chicago engineer worked out a principle of injecting air into rubber and compressing the cured mixture into a casing form. Goodrich engineers followed the development of the invention and studied the results of its application to automobile tires.



The Rubber Ace, as it was named by the inventor, provides a resilient effect almost identical to that provided by the high pressure pneumatic when operated at its recommended pressure.

The inner tire actually contains 47 per cent air compressed in millions of tiny cells. The process for compressing the air into the compound was one of the main features of the patent rights bought by Goodrich.

New Ohmer Odometer

The Ohmer Fare Register Company, Dayton, O., manufacturers of Ohmer Fare Registers for electric railways, and the Ohmer Printing Taximeters for taxicabs, has just added another counting device to its line.

The latest product is the Ohmer Odometer. This meter is described as possessing all the good features of the Ohmer Hub-Ometer but instead of being confined to the Hub of the vehicle the new device can be placed on the dash, on the floor board, on the frame of the truck; in fact, in any one of a dozen convenient locations. It is a mileage recorder of rugged construction.

The Odometer is made in two styles—the built in, and the regular type. The built-in type, as the name implies, is arranged to be set into the dash, the floor board, or elsewhere, so that it is out of the way and only the face with the dial readings projects beyond the surface. The Odometer is made with the transmission drive so that the front wheel need not be defaced. The gear reducer which is attached to the transmission drive immediately outside the speedometer outlet reduces the impulse from an original 1009 r. p. m. This reduces the wear on both instrument drive and instrument head and reduces the slippage on a basis of 16 to 1, which makes the slippage negligible. There are no star gears or similar connecting parts to give trouble.

New Ohmer Mileage Recorder

The Odometer has large plain figures ¾ in. high. When the figure moves it snaps into place at once, so that the correct mileage can be read at a glance. There is no splitting of figures. It is suitable for any type of automotive vehicle, and especially to the fleet operators.

Three New Multibestos Products

THREE new products for the garage and service station were just announced by the Multibestos Co., Walpole, Mass. They are: Norfolk Lining, Oil-Grooved Fibre Lining, and Quick Change Bands.

The Norfolk Cotton Transmission Lining is a closely woven but pliable cotton transmission lining for Fords, which contains no wire, thus eliminating danger of short circuiting the magneto. This lining is claimed to work efficiently submerged in oil, is not affected by heat and is especially constructed for long service and wear. It is packed in cartons, three pieces, 23½ in. long, together with necessary rivets. Also offered in rolls. The list price is $1 per set, or $.15 a foot.

The Oil Grooved Fibre Lining for Fords is made of pure asbestos fibre, highly compressed, and supported by a thin brass backing. It is claimed not to grab and provide a long period of service. The fibre is oil grooved to permit a free flow of oil. The lining is treated with heat and wear-resisting compound. It is furnished, drilled and counterbored. The holes in the lining register accurately with those in the band. One set of three linings is packed together with the necessary rivets in a carton. List price, $4 per set.

The Quick Change Transmission Band for Fords is a "While You Wait" proposition. Once installed they can be easily changed in fifteen minutes.

It is not necessary to dismantle the transmission and starter when first installing Multibestos Quick Change Bands; only the inspection plate on top of the transmission case is removed. A slight opening of the band and removal of detachable ear is sufficient to permit the band to be inserted into the transmission and slip around speed drum into position.

Three bands to the set. List price, not installed, $6.00 per set; installed, $8.50 per set.

These New Multibestos Products Are All Put Up in Attractive Packages

Performed Real Jobbing Service

The Puritan Autoparts Company, which for over twenty years has been located at the corner of Lafayette and 10th Streets, Detroit, Mich., has moved to their new headquarters at 2520-2530 Grand River Avenue, near Henry and Third Streets.

This company, one of the oldest automotive replacement part houses in the country, was established in 1905 by A. O. Dunk, who has remained its active head throughout this entire period, and through his efforts the company has become well known in every part of the world.

Rolled Steel—*Strength!*

WE manufacture and carry in stock Bethlehem Rolled Steel Truck Wheels for 2, 2½, 3½, 5 and 7 ton trucks, made for Timken axles and using solid tires. These have the hubs of front and rear wheels equipped with Timken bearing cups. Rear wheels are assembled with Timken brake drums, and front wheels are furnished with hub caps. Wheels are shipped ready to receive tires and be installed on the truck.

Any other hub cores and brake drums can be made to truck makers' specification and assembled with the wheel when desired.

ROLLED steel is used in structures because it gives assurance of durability and strength.

The BETHLEHEM Rolled Steel Truck Wheel, formed from a special I-Beam, has STRENGTH! In standing up under heavy loads, severe blows, jolts and accidents, this wheel will endure stresses that would crack or break other truck wheels.

After testing six types of metal truck wheels, the U. S. Bureau of Standards concluded: "The I-Beam type of wheel was the strongest and most resilient metal wheel tested."

Specify BETHLEHEM Truck Wheels on your next truck order.

BETHLEHEM STEEL COMPANY, *General Offices:* BETHLEHEM, PA.

District Offices in the following cities:

New York Boston Philadelphia Baltimore Washington Atlanta Buffalo Pittsburgh
Cincinnati Cleveland Detroit Chicago St. Louis San Francisco

BETHLEHEM

New Yellow Parlor Coach Seats 25-29 Passengers

THE latest addition to the line of of the Yellow Coach Manufacturing Company, Austin and Dickens Ave., Chicago, Ill., is a new parlor coach built especially for interurban operation. It is designated as the Type Y 25-29 Passenger Parlor Coach.

As the name parlor coach implies, it is designed to provide comfortable, luxurious transportation. The body framework is second-growth ash. Posts are ash-capped with mahogany. Seats are De Luxe type wicker chairs with arm rests and divided backs, accommodating two passengers each. Cushions, backs and arm rests are genuine brown Spanish leather.

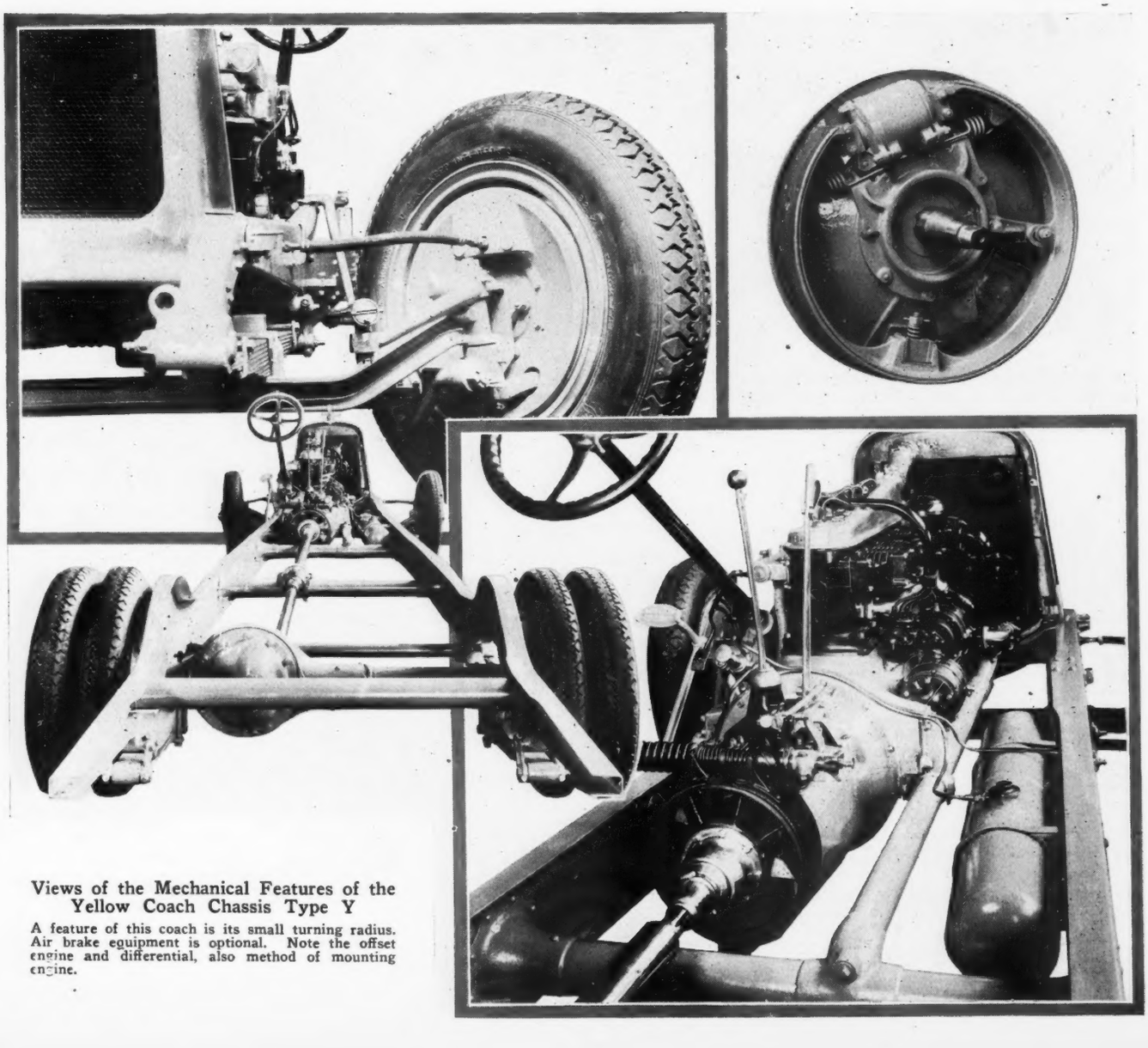
Generous space between seats and ample aisle room are provided. A signal buzzer is conveniently located at each seat. Interior illumination is provided by ten 21 c. p. opal glass dome lights.

Off-centering of the driving units to the left of the chassis provides seating space for the driver at the extreme left of the body and extra entrance space.

The actual distance from the top of the floor to the ground, for the entire length of the frame, is 23 in. The frame is parallel with the ground and is not sloped up at the rear. When springs are compressed, clearance for the axle pot it automatically provided under one of the rear seats and the center aisle remains at floor level.

The coach is powered by a Yellow Sleeve Valve 6-Cylinder, 4¼ x 5½ engine, which develops 108 h. p. at 2,000 r. p. m.

The rear axle is of the spiral bevel gear type and gives high speeds and low gear ratios. The bevel carrier can be removed as a complete unit from the



Views of the Mechanical Features of the Yellow Coach Chassis Type Y

A feature of this coach is its small turning radius. Air brake equipment is optional. Note the offset engine and differential, also method of mounting engine.

axle. The spring centers are 51½ in. apart, which keeps the bending stress of the axle as low as possible and improves the riding qualities and stability.

A feature of the coach is its small turning raduis, which to the outside front wheel is 32½ ft. The steering lock of the front wheel is 43 degrees. The steering gear is of the variable cam and lever type. Owing to the variable pitch cam, a high leverage is obtained in mid-position, which permits easy steering.

A rigid frame is provided. The side members are 9½ in. x 3 in. deepest section. Cross members are large diameter drawn steel tubes.

This coach is optionally equipped with four-wheel air brakes. The air compressor is built into the engine as an integral part of that unit. It is driven by a drop-forged connecting rod directly from the engine crankshaft, without belts, chains, gears or couplings. Lubrication is by splash directly off the engine timing chain. Air is drawn into the compressor through the same cleaner that is used for the carburetor intake.

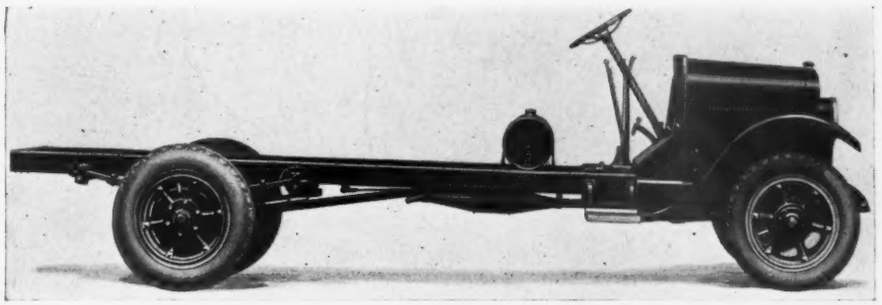
The air control valve is a unit mounted on the rear engine support arm in such a way that the operating button projects through the floorboard. Pressure is applied directly to the operating valve with no intermediate pedals, levers or rods. This unit serves the functions of the operating valve and of air tank pressure regulator.

The air brake mechanism on each of the four wheels is identical. Shoes, cylinders, pistons and other parts are interchangeable. The brake shoe is a one-piece machine casting of the floating, self-centering type. No adjustment is necessary during the entire life of the brake lining since the stroke of the operating pistons is sufficient to assure effective braking until lining is worn out.

Additional braking facilities are provided by an emergency hand-operated brake, which is built into the rear wheel air brake mechanism as an integral part thereof. This consists of two cam-operated internal expanding shoes placed beside the air brake band, and operating against the rear wheel brake drum.

Wheels are equipped with 20-in. rims, which take 34-in. by 7 in. tires, duals rear.

The total coach length is 28 ft. 11 in.; overall body length, 25 ft. 5 in.; overall width, 88 in.; overall height, 7 ft. 11 in.



New 4,000 lb. Federal-Knight, Incorporates Sleeve-Valve Engine Full Floating Rear and Full Pneumatic Equipment. List Price, $1,650

Federal New Two-Ton Model

PROMPTED by the success of the Knight-engined one-ton truck, the Federal Motor Truck Company has just produced a new two-ton Federal-Knight listing at $1,650.

Besides incorporating the sleeve-valve engine and other modern features such as a full floating rear axle and full pneumatic tire equipment not found in the former one and a half to two ton truck manufactured by this company, the new model is capable of handling loads up to 4,000 lbs. in excess of body weight at a constant high road speed. A standard wheelbase length of 144 inches allows a loading space back of the seating amounting to 119 inches, while for special work a 156-in. wheelbase chassis can be supplied. The weight of the standard chassis is 3,000 lbs.

From the 3⅝ by 4½ in. bore and stroke Knight sleeve valve engine of 21 rated h. p., drive to the gearset is through a 10-in. single plate. Borg & Beck clutch, the latter being completely enclosed in a bell housing and together with the transmission forms a unit power plant. Three speeds forward are provided in the selective, sliding gearset which employs annular type ball bearings throughout and also spur type gears and a splined main shaft.

A two-piece tubular propeller shaft with three metal type universals connects the powerplant with the Timken heavy duty, full floating, bevel gear rear axle providing a standard gear ratio of 6 3/7 to 1. The differential is carried on heavy tapered roller bearings inside the pressed steel housing which is fitted with two axle bearing mountings on either side. In line with the policy of the Federal Truck Company, this model also can be supplied with a worm drive rear axle if desired.

The front axle is of drop-forged I-beam alloy steel and allows a ground clearance of 11 in. at its lowest point. A standard tread of 56 in. is provided for on the front axle while at the rear, the tread is 57 in. with a road clearance of 9½ in.

Both service and emergency brakes which operate on the rear wheels are of the internal expanding type and operate on 16 in. diameter drums having a face 2¼ in. wide. On to a pressed steel channel frame of a greater depth than 5 in. are secured the frame brackets and the five cross members which are hot riveted while the semi-elliptic springs are attached by shackle bolts in the conventional method. The dimensions of the front spring are 38 by 2¼ in. while those on the rear are 52 by 2½ in.

Providing a turning a radius of 26 ft., the steering gear is of the irreversible worm and wheel type and is operated by an 18-in. hand wheel. Both spark and throttle controls are mounted on the steering post while the horn button is located in the center of wheel.

A. E. R. A. Bus Show Exhibits

(*Concluded from page 19*)

Clipper Belt Lacer Co. will show complete Clipper line consisting of four models of Clipper belt lacers, two models of belt cutters, and various sizes of Clipper belt hooks and connecting pins. The new Clipper Special pins, as well as the moving belt display will be exhibited. Represented by Wylie K. Leo, Edward R. Dawson, Carl P. Field.

* * *

Ohmer Fare Register Co. will show some entirely new devices, together with a complete line of Ohmer fare registers for city, interurban and motorbus service; also Ohmer taximeters, Ohmer recordografs, Ohmer truck, auditors, Atco taximeters, Atcograf taximeters and three types of fare boxes. Represented by F. G. Colby.

* * *

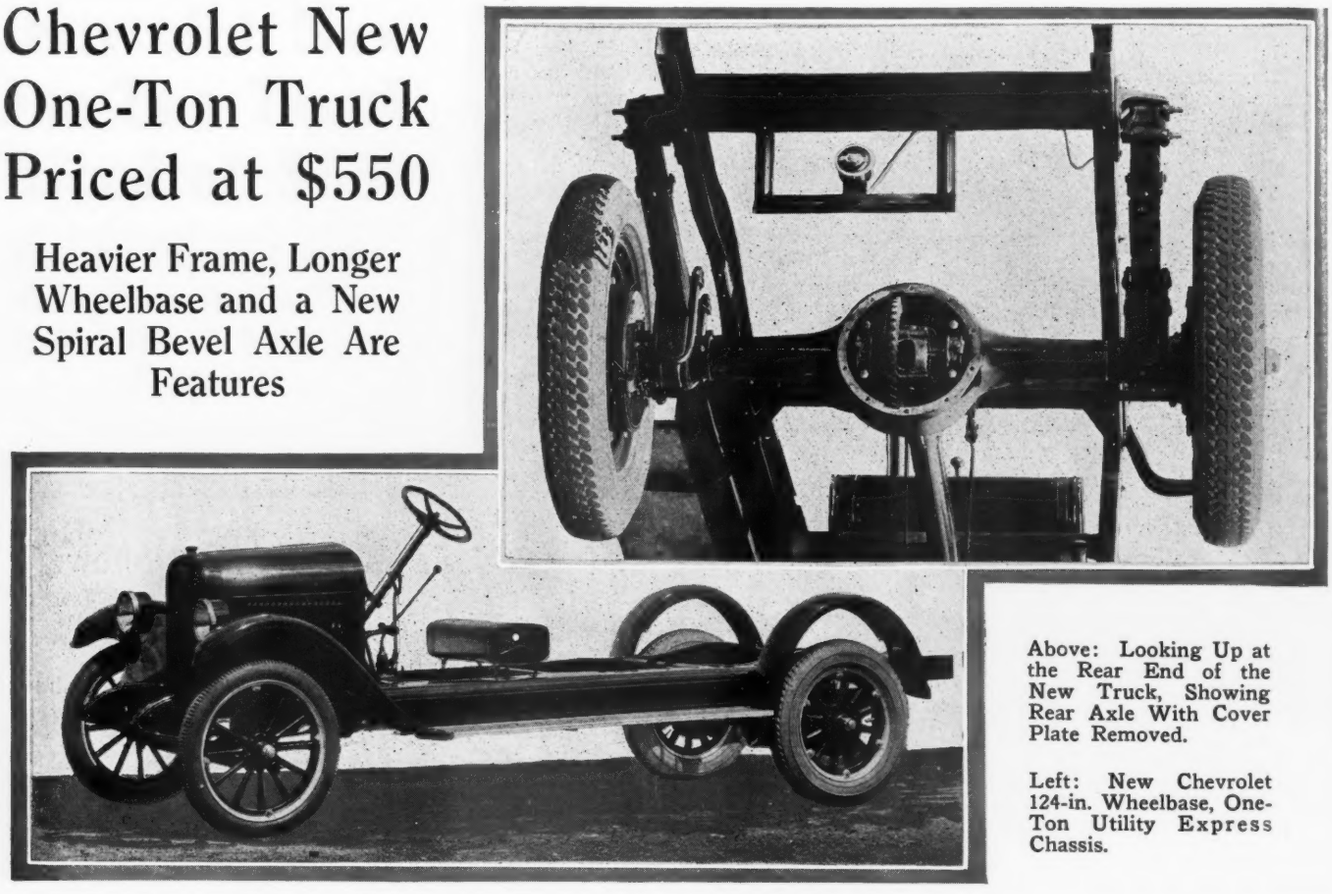
C. G. Spring & Bumper Co. will display oil-tempered, spring-steel bumpers, front, rear, corner, side and combination styles; nickel plated by the new patented C. G. Sta-Brite process. Represented by A. C. Bergmann, A. C. Maxheimer, F. H. Goodrich, C. R. Griffiths, F. A. Cornell.

* * *

The Cleveland Pneumatic Tool Co. will show the working principles of the Gruss spring. The exhibit will be of an educational nature. Many installations of this well-known equipment will also be formed on chassis exhibited by the various manufacturers.

Chevrolet New One-Ton Truck Priced at $550

Heavier Frame, Longer Wheelbase and a New Spiral Bevel Axle Are Features



Above: Looking Up at the Rear End of the New Truck, Showing Rear Axle With Cover Plate Removed.

Left: New Chevrolet 124-in. Wheelbase, One-Ton Utility Express Chassis.

THE Chevrolet Motor Company announces a new one-ton general purpose truck chassis.

This new truck chassis, which lists at $550, supercedes the previous Utility Express model. It has a heavier frame, a longer wheelbase and is carried on semi-elliptic springs all round. A half-floating spiral bevel rear axle of entirely new design and large, heavy-duty tires are also new features. The radiator, engine, clutch and transmission are the same as used on the passenger car chassis, including the single plate dry disk clutch.

Chassis changes include the carrying of the handlights on a heavy tubular steel tie-rod placed between the front fenders instead of being secured to the fenders themselves as previously. The headlights are of new construction employing a simpler method of locking the lens rim consisting of a clamping screw at the lowest point of the rim.

Below the radiator, a slight outward crowning effect is given to the splasher to provide extra stiffness. An interior reinforced plate is now employed between the radiator core and the shell which together with the channel brace running from either side of the shell and a heavier larger diameter tie-rod between the cowl and the radiator has resulted in a much more rigid mounting. In addition heavier and stronger hinges are employed on the hood. Besides strengthening and redesigning the engine side pans, the latter are now secured on three sides only leaving a space of approximately 3/8 in. between the outer edge of the pan and the side of the engine.

By removing the throttle and spark controls from below the steering wheel and placing them in the same fitting which clamps the steering column to the dash, a simpler arrangement as well as improved appearance has been obtained. The levers are of neat design and short dimensions and in their closed or retarded positions both point upwards. A walnut finish steering wheel with notched finger grips on the inner diameter replaces the former plain mahogany type. To make for easier changing of the gears, the gear lever has been lengthened by 3 in.

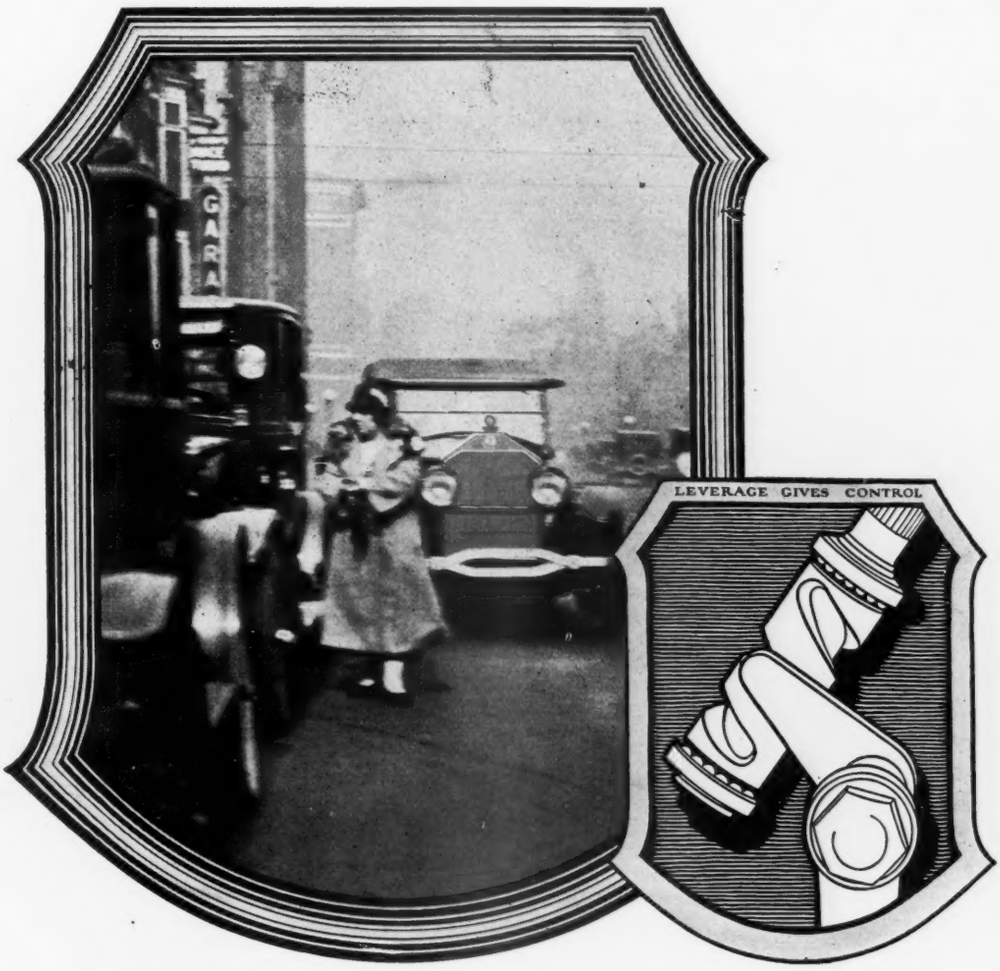
Continuing to be known as the Utility Express model, the new one-ton truck chassis is specially designed for general service and can be equipped with a number of bodies.

As previously indicated, from the radiator back to the universal joint, the units are the same as those employed on the passenger car chassis. In place of the quarter-elliptic springs used on the front axle, 36 in. by 1¾ in. semi-elliptic springs are fitted, while those on the rear axle are of the same type as formerly except that they are 1¾ in. longer. In conjunction with the longer wheelbase which has been increased from 120 in. to 124 in., the frame has been considerably strengthened by employing a channel section of 6 in. deep instead of 5 in. deep as previously.

Particular attention has been paid to the service and maintenance operations in the designing of the semi-floating rear axle. It is so constructed as well as the frame, that it is not necessary to unload the chassis when it is desired to overhaul the rear axle, it being possible to withdraw the complete differential carrier in unit with the third member assembly. An extra large cover plate facilitates operation and allows for easy adjustment and inspection. The housing is of the one piece pressed steel banjo type having large heavy duty New Departure annular bearings all round. Extra heavy spiral cut bevel driving gears provide a ratio of 5.43 to 1 which together with the ample tire size allows a high road speed to be maintained. As on the previous model, the service brake is of the external contracting type and acts with the internal expanding emergency brake on 12 in. drums. Both brakes are fitted with self-centering and equalizing devices.

Mounted on hickory twelve spoked artillery wheels with steel felloes and demountable rims, the rear tires are of the 30 by 5 in. size while the standard equipment on the front is 30 by 3½ in. For an additional charge of $35, 30 by 5 in. tires with corresponding wheels are offered to replace those on the front axle, the latter being of the same type as used on the car chassis.

On account of the changes, the weight of the chassis with gas, water and oil is now 2,030 lbs. as compared with 1,950 lbs. on the previous series. All truck chassis are regularly fitted with the following equipment at no extra charge, generator, starter and electric lights connected to a storage battery; special combination dash and instrument panel equipped with ammeter, oil gauge, speedometer and choke control; motor hood, front and rear fenders running boards with shields running the entire length; license holders, extra rims, tire carrier and complete tool kit. Alemite chassis lubrication system is employed as before.



Where'd She *Come* From?

THERE wasn't a moment's warning . . . . one minute she *wasn't* there—and the next minute she *was!* . . . . Right in your path . . . . and its up to you to dodge her! In this emergency, as well as in every minute of steering, you can rely upon the many new advantages supplied by the Ross Cam and Lever Steering Gear—marvelous ease of handling, instant response, absolute control! And more!

ROSS GEAR AND TOOL COMPANY, *760 Heath Street,* Lafayette, Indiana

ROSS

CAM *and* LEVER STEERING GEARS

EASIER STEERING LESS ROAD SHOCK

Gas Generator Cuts Fuel Cost 90 Per Cent

BY passing water in the form of steam through red-hot charcoal the water is split up into its constituent elements, and a combustible gas is formed when air is admitted. This gas can be used in the engines of motor trucks without any alterations thereto beyond the removal of the carburetor and the coupling up of the feed pipe from the gas generator.

Generators for this purpose are made by the General Gas Generator Co., Inc., of Chicago, Ill., and can be fitted to any size truck, the 2½-ton size, costing about $100 complete with fitting. This generator weighs 150 pounds and stands about 2 ft. 6 in. high, with a maximum diameter of 15 in. Another type of generator which burns fuel oil is sold at a much lower figure.

A recent test of this arrangement installed on a 2½-ton truck gave the following results:

Gasoline

Cost of operation with gasoline.
5.2 gallons of gasoline to haul 4 tons 26 miles.
Gasoline (23c gal.) $1.95
Cost per ton mile with gasoline $0.0115

Gas

Cost of operation with McDonnell Generator gas.
13.65 lbs. of charcoal to haul 4 tons 26 miles.
Charcoal (1c lb.) $0.1365
Cost per ton mile with McDonnell Generator gas $0.0013

This test showed that the cost of operation with the generator gas was a fraction less than ten per cent of the cost of operating with gasoline.

The value of this gas as a fuel for motor trucks does not end with the low cost, for there are other advantages. Combustion in the cylinders is claimed to be so complete that there is practically no deposit of soot, and therefore no possibility of oil dilution.

In starting the generator working in the morning, the driver can have a full output of gas in less than five minutes, and there is no need to start the engine on gasoline. Gas is made by the generator just as fast as the engine calls for it and no faster. Much of the time the generator therefore is working at about 15 per cent of its capacity and the maximum fuel economy is secured.

No Danger of Explosion

There is no danger of explosion as the gas is made only as it is required and none stored in the generator. In other respects it is similar to natural gas.

Quite a variety of fuels can be used, but charcoal made from charred wood or corn-cobs is recommended. The prices of this charcoal vary considerably, costing $10 a ton in some districts and anywhere up to $20 a ton in others. That used in the test was bought at the latter figure.

In the special type of generator which consumed crude oil any fuel oil can be used, the cost of which varies from 6 cents to 8 cents a gallon. The test truck with this type of generator will do about 75 miles to a gallon of fuel oil.

One charge of charcoal, on the road, lasts about 4½ hours, and it is only a matter of a few seconds to recharge it. There is practically no ash, as the combustion is complete.

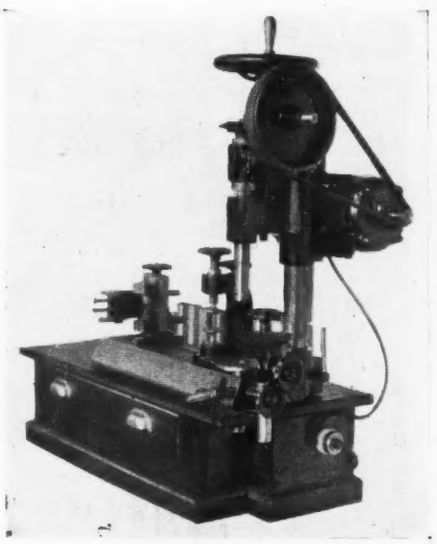
Finally, it does not require an expert to operate the generator. Any truck driver can learn how to handle it in one demonstration. The generator is usually mounted at the side of the driving seat, with the water valve in easy reach, and when on the road it requires no attention, neither is there any smoke or smell.

When the vehicle is left standing for any length of time, the generator can be left just burning so that it is always ready for instant use again. This procedure involves the expenditure of a negligible amount of fuel.

This Truck Equipped With a McDonnell Generator Was Operated at a Cost of $.0013 Per Ton Mile

The Shoemaker Bearing Machine

The Shoemaker Automotive Equipment Co., Freeport, Ill., in bringing out the Shoemaker Bearing Machine developed a repair shop unit that has been designed for rebabbitting connecting rods along the lines of actual machine shop practice. By means of this machine a bearing can be cast in the rod and bored to size without removal from the machine. It will accommodate all automobiles, truck and tractor rods up to 18 in. center.



For Speeding Up Bearing Work

Among the points numerated as features are the following: Bearing is casted in the same machine that bores it; rods can be set up and casted very quickly; accurate alignment of rods to be rebabbitted is insured by a small table that also holds babbitting mandrels; a square bore is insured by reason of rod being held in position by its own pin in V blocks; rod is secured at three points which eliminates digging of tool; hand feeding of tool permits accurate gage of proper feed. Centering device is simple and accurate; bottom casting flange dies are centered with pouring mandrel and can not move while pouring babbit; adjustments are provided for spindle wear; steady rest on front of machine steadies the rod; rods can be bored to crankshaft size by use of micrometer, and a special boring bar for Ford bearing is provided for quantity production.

The machine is power driven, being equipped with a ½ h. p. motor integral with the machine. Pouring mandrels and necessary dies for flanged bearings are supplied for all standard sizes up until 18 in. size. Boring tools for all standard sizes together with special boring bar for Ford rods, babbitt furnace and ladles are included as regular equipment.

One reason why Ruggles Dealers are so successful is because the factory helps them sell more trucks!

Personal Co-operation!

Dealers appreciate the kind of personal assistance rendered by the Ruggles field organization in each dealer's own territory

These capable, experienced and highly trained men put their shoulders to the wheel with the dealer and help get results that mean more sales and bigger profits.

Without exception the Ruggles territorial representatives are well qualified to be of real service to dealers from coast to coast—and are always ready to lend a helping hand in developing sales.

RUGGLES MOTOR TRUCK CO. RUGGLES SAGINAW, MICH

Send for full information about the Ruggles Dealer plan—its different!

Ruggles Motor Truck Co.
SAGINAW, MICHIGAN, U. S. A.

RUGGLES

Fixed Price Repairs Build Up His Business

A Steady Yearly Increase in the Face of Growing Competition

STARTING in the truck repairing business with $75 capital, Arthur Lang, of Chicago, did $5,000 worth of business the first year. Practically every year since then he has increased the previous year's business by 50 per cent, and in 1924 totalled an $18,000 turnover. This steady increase of business in the face of growing competition he attributes to the method he adopted from the first of giving a definite quotation for every job, based on an inspection of the vehicle.

From the telephone directory he took the names and addresses of local truck operators and sent them a circular letter offering free inspection. This letter was followed up by a personal call, and several valuable accounts were thus secured. One of these accounts grew to be the biggest on Lang's books and still remains such.

Systematic Inspection

All inspections are carried out systematically with the aid of an inspection form. This form states that the labor rate is $1.50 an hour and that a minimum service charge is 75 cents. The customer thus knows what the basic rate is.

Any necessary work is noted on this form, and an estimate of the cost of labor and parts is itemized on the reverse side. If it is advisable to take anything down for examination the report is marked "internal inspection necessary." Every care is used in the inspections to make sure that everything ordered has been attended to. Not only it is unsatisfactory for the customer to have to bring the vehicle in soon after a repair, for attention to something that was overlooked, but customers who know something of motor trucks quite frequently check up the inspection report, and if they note anything that has been overlooked by the service station, they are likely to lose faith in the repairer.

Most of the work at this time was done by Lang himself with occasional help from a mechanic, but as business began to grow it became necessary to move into larger premises and engage regular help. Then with a couple of mechanics Lang was able to give more attention to the executive end of the business. He made all inspections personally, and kept the personal element to the fore in dealings with prospects and customers.

Repair Equipment Essential

Gradually he added to the machine tool equipment, and soon it became necessary to seek another location. At the end of 1924 he therefore moved into the present shop on Southport Ave., where he employs on an average of 5 men. The tool equipment is valued at a little over $2,000 and includes a South Bend 9 in. lathe, bench grinder with 10 in. wheel, acetylene welding set, brake reliners, 3 electric drills, etc.

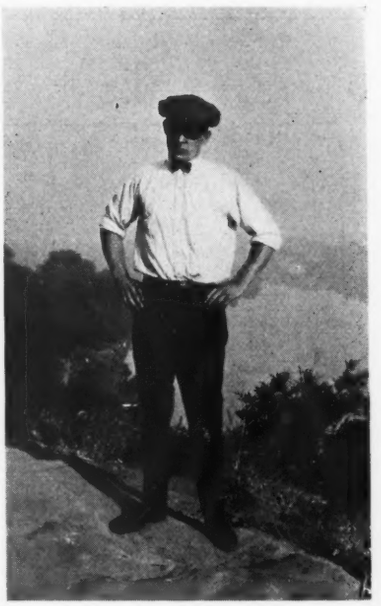
The most recent addition is a wrecking truck, which has a gantry and traveling chain fall in place of the more usual derrick. This allows of heavy objects being lifted and placed at the front end of the body, while the chain fall can still be used to support the end of a vehicle being towed. As the truck is also used for occasional transport work it forms a good advertising medium.

In opening up the new premises, Lang repeated his former tactics, sending out a circular letter to prospects in the new district and following it up with a personal call. At the new premises there is also garage space for 28 cars, and this garaging business brings in enough revenue to cover the rent, lighting and heating of the whole building.

As there is more office space than necessary, Lang put a small accessory display in the window. This window attracts attention, although Lang does not consider the accessory business of any great value to his main establishment.

As the law does not permit of a gasoline pump being erected on the sidewalk, a portable tank was purchased, and through this an average of 2,000 gallons a month has been sold since January of this year. In the coming months this figure will probably increase.

In securing business therefore Lang's modus operandi consists of bringing the advantages of regular free inspection to the notice of prospects, first by letter and then by a personal call, focussing their attention on the cost of their truck repairs in the past and gaining their confidence by giving a definite quotation for every subsequent job.



Arthur Lang
Makes truck repairing a profitable business

Lang's New Premises. Increased Business Meant Increased Space

New Mack Bus Catalog Ready

Catalog No. 93, Mack Buses, a new and enlarged edition of which has just come off the presses, is ready for distribution to all who request copies, according to an announcement by the Bus Department of the International Motor Co., 25 Broadway, New York City. The latest edition of this catalog is printed on heavy quality coated paper, wire stitched, and contains 56 pages.

The Multibestos Company, Walpole, Mass., manufacturers of brake, clutch and transmission linings, report on summer business as follows:

"Contrary to our practice for the past two years it is necessary that we maintain full production in all departments for the entire month of August. It has been our custom to close the plant for a vacation period the last two weeks in August. For 1925, such a procedure is out of the question and in addition to full day schedules, we are now running the yarn-making departments on night schedules of thirteen hours five nights per week with considerable overtime in other departments."

EATON

THE unusual quality of Eaton Bus Axles means:

—A little bit added to the price—a great deal subtracted from maintenance costs.

—Safety, Economy, Assured Performance.

Full specifications on Request

The EATON AXLE & SPRING COMPANY
CLEVELAND

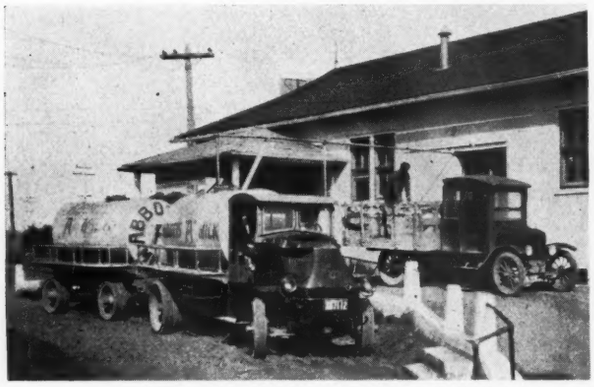
EATON AXLES ∴ EATON BUMPERS ∴ PERFECTION SPRINGS

AXLES

Commercial Car Journal's

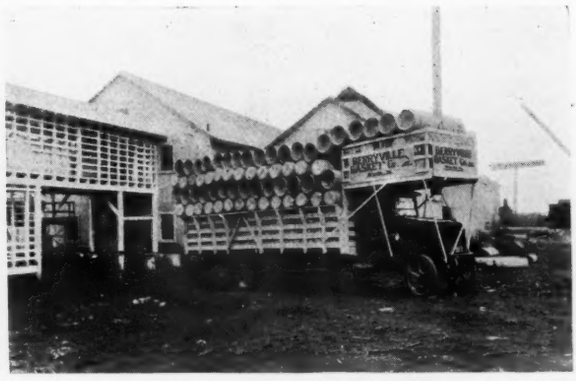
Inter-City Motor Transport is Receiving Greater Acceptance in Kansas City

The Butler Transport Company in order to accommodate the growing demand of shippers in its district was compelled to add to its fleet. Its latest addition is this combination tractor and trailer van. The truck is a Garford Model 50, 2½ ton, short wheelbase. With Kansas City as a center the unit touches Topeka, Lawrence, Leavenworth and Excelsior Springs.



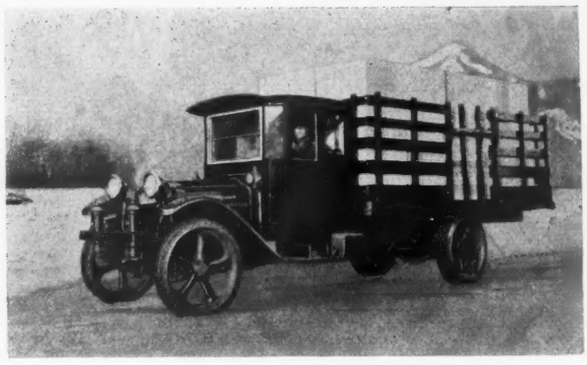
Above: Atlantic City's Immense Milk Appetite Must be Satisfied

The big seashore resort with its equally big consumption of milk draws its supplies from over a large area. Milk is transported in various forms. But the quickest, most economical and sanitary method so far developed is by truck and trailer. The equipment illustrated leaves the Daretown Creamery, Daretown, N. J., at 11 o'clock and arrives in Atlantic City at 2 o'clock. Train requires two transfers and takes 5 hours.

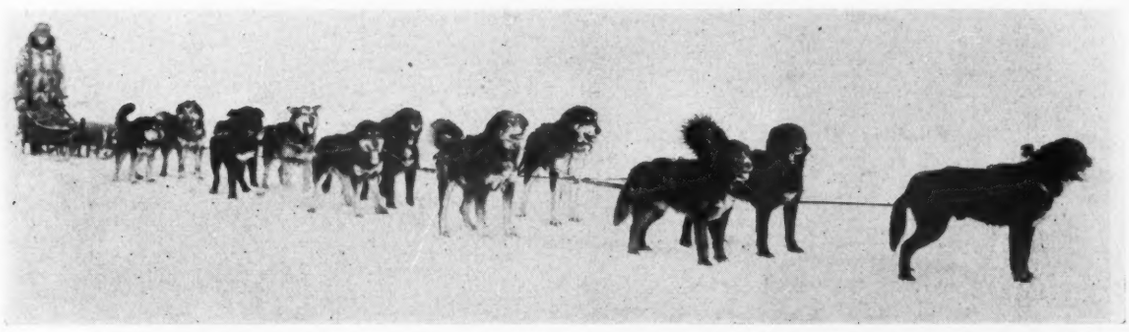


Above. Making the Transportation of Baskets a Simple Matter

The handling of bulky commodities in large quanties is no easy proposition, especially if frequent handling is required. The Berryville Basket Company solved its problem by mounting a body specially built to haul baskets on a 10,000-lb. International chassis. The body has an overall length of 29 ft. 3 in. with extra loading space in the form of a platform over the cab. When loaded to capacity, the truck carries two-thirds of a freight car load.



Now the Motor Truck is Ousting the Mushers in the Frozen Reaches of the North



Progress Brings Changes. Not Long Back Dog Teams Reigned Supreme in the North

The horse was entirely relegated as a medium of transportation in the north country. Now the truck is replacing the huskies. The truck depicted above replaced a team of dogs in transporting fish from the frozen lakes to the rail head at Cheecham, which is 261 miles from Edmonton. On Nov. 27th last this 2-ton White took a 6500 lb. load of rolled oats from Calgary to Edmonton, over bad roads in below-zero weather, in fifteen hours' running time.

Pictorial Review

The Mobile Refrigerator is Rapidly Becoming Indispensable

This ice-box on wheels holds 75 cans of milk and three cakes of ice. A nightly trip down the mountain from Bakersfield to Los Angeles, 130 miles, is the service performed by this unit for dairymen. The body is constructed of wood, cork insulated and was built by Yankee Bros. It is mounted on a Mack bus chassis. The gross weight is 18,000 lb.

Above: New Methods Used on Important Highway Reconstruction Projects

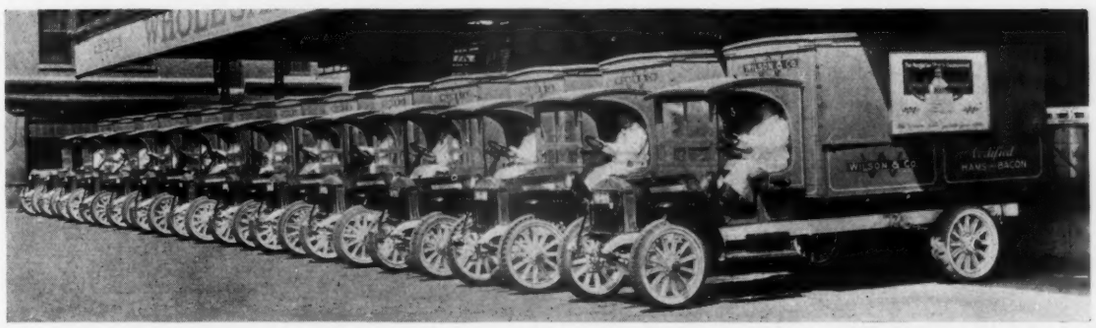
A departure from former reconstruction practices in California was marked when an old fifteen-foot concrete slab was widened to twenty feet and thickened for a distance of 8.3 miles. Paving operations consists of trenching out the earth shoulders on each side of the concrete slab to a width of 2½ ft. and about the depth of the existing pavement.

Above: Header Boards Are Placed to a True Grade Regardless of Inequalities

The trench is filled with an asphalt concrete base mixture which is thoroughly compacted. The spreader box receives the base mix direct from the truck and mechanically places it in the trench with proper allowance for roller compaction. A plate attached to the back of the spreader box controls the deposit. Larger or smaller amounts of mix can be obtained.

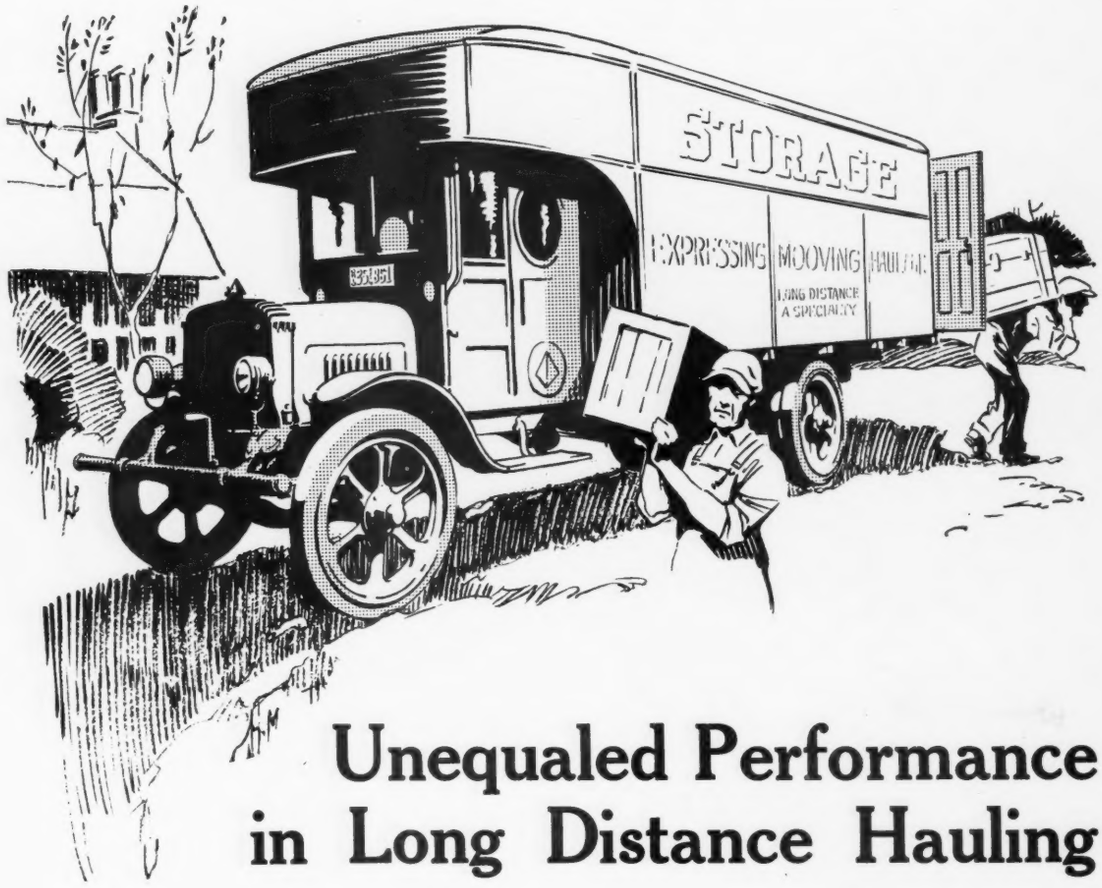
Printers' Ink Now Carried Through Streets Like Gasoline

The 1,200-gal., 3 compartment elliptical tank was built by the Heil Company for Ault & Wiborg Co., New York City.



What Makes That Choice Tender Steak or Savory Pork at Your Dinner Table Possible Each Day?

Early morning operation of a fleet of trucks. In the wee hours of the morning a fleet is out on a run from the supply depot of some big packer. It is still dark while these trucks operate. The fleet shown above is that of Wilson and Company, and is equipped with Prest-O-Lite lighting systems. Dependable lighting is essential and the system used is claimed to speed up night deliveries.



Unequaled Performance in Long Distance Hauling

Performance records unequaled by any other truck are being piled up daily by the SERVICE trucks used in long distance hauling.

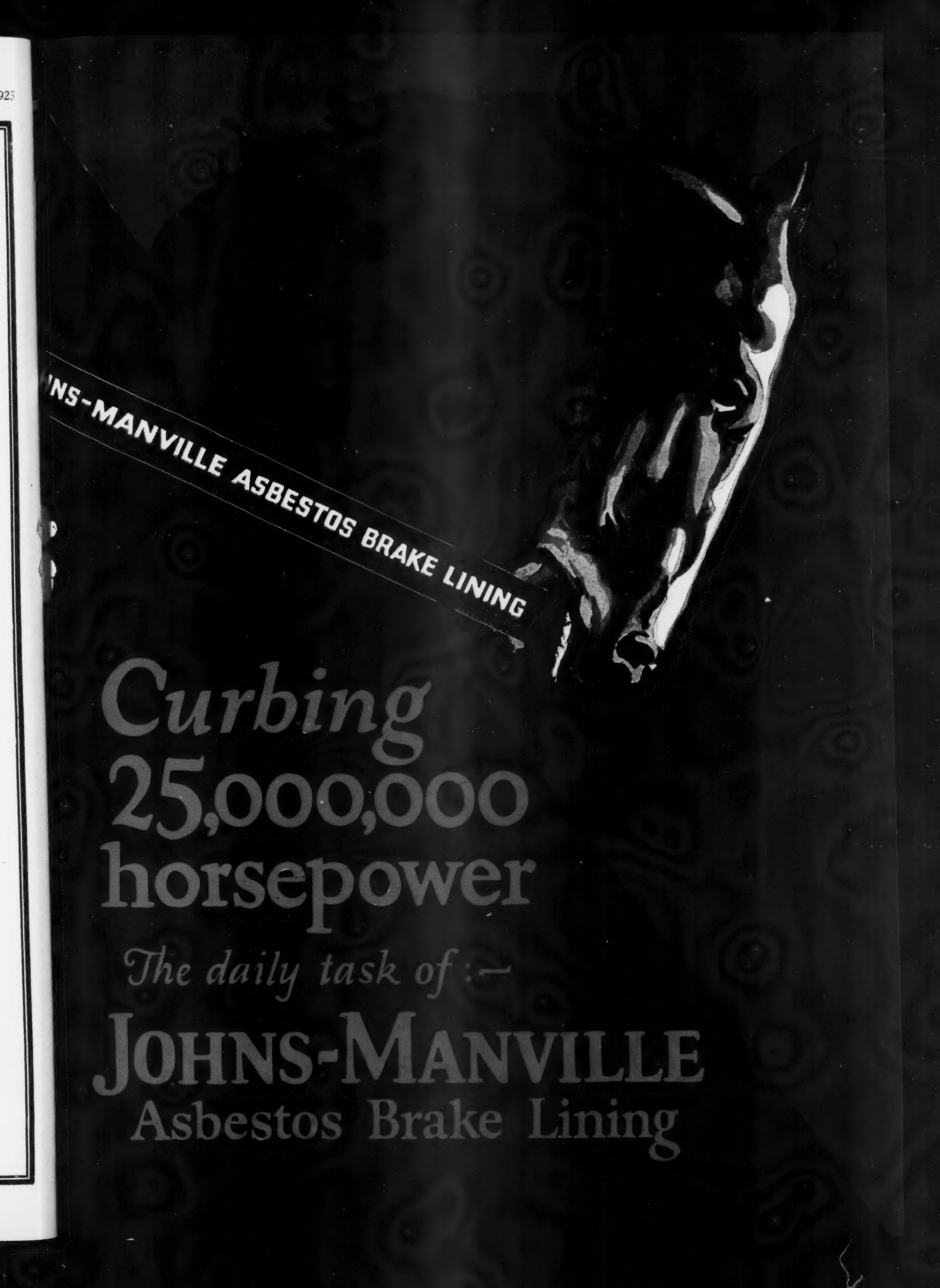
From the light, speedy moving van jobs to the heavy-duty freighters these trucks are returning profits to their owners. Profit means user satisfaction. This is the only basis on which a profitable distributor franchise can be built.

Are two-thirds of your sales made to satisfied users of the truck you sell? The sales of SERVICE distributors and dealers are. Write today for information on the SERVICE franchise—your territory may be open.

SERVICE MOTORS, INC., WABASH, INDIANA

THE PYRAMID OF SERVICE

Service MOTOR TRUCKS



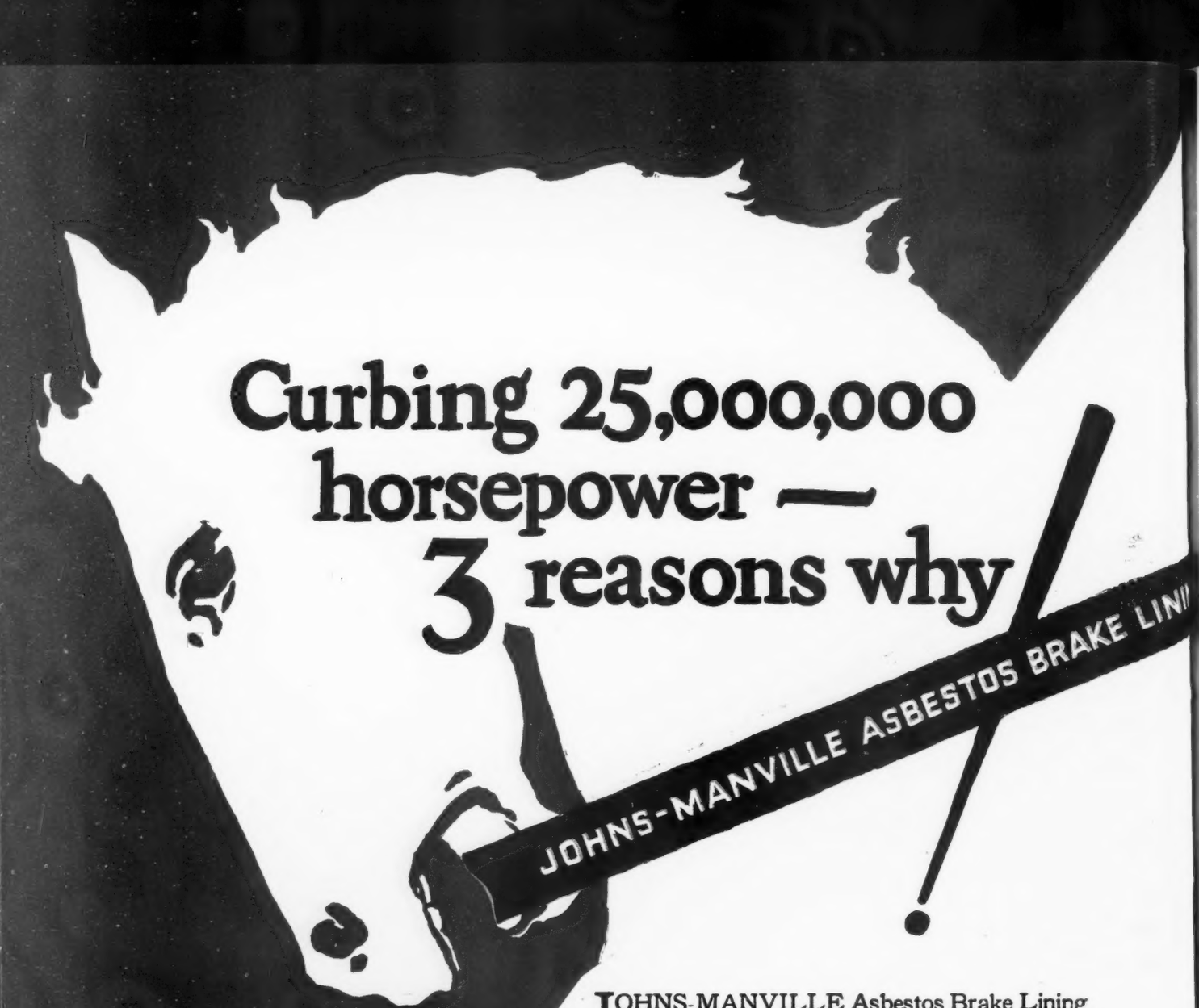
Curbing 25,000,000 horsepower

The daily task of :—

JOHNS-MANVILLE

Asbestos Brake Lining

Curbing 25,000,000 horsepower — 3 reasons why

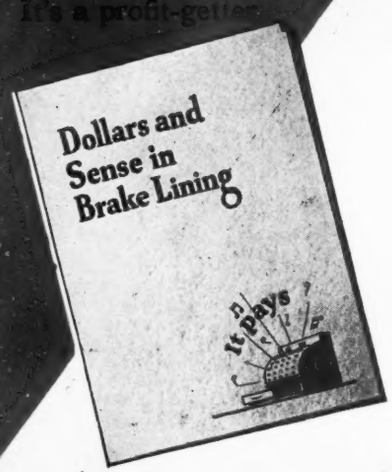


JOHNS-MANVILLE Asbestos Brake Lining is holding in check, every day, a total of 25 million horsepower in America's motor cars. Three reasons for the tremendous popularity of this lining are:—

1. Motorists know the reputation of Johns-Manville as asbestos specialists. They know, from daily use, that brakes are safer and last longer with Johns-Manville Asbestos Brake Lining.
2. Dealers like to stock it because of its ready consumer acceptance.
3. Repairmen like to re-line with it not only because of the quick turnover, but because with its application they know their job is finished.

You'll want this book!

It contains more ways to sell brake lining and re-lining jobs than you ever thought possible. Write for it. It's a profit-getter.



JOHNS-MANVILLE

JOHNS-MANVILLE Inc., 292 Madison Ave. at 41st St., New York City
Branches in 63 Large Cities
For Canada: CANADIAN JOHNS-MANVILLE CO., Ltd., Toronto

ASBESTOS BRAKE LINING
CLUTCH FACINGS ~ PACKINGS ~ ETC.

Printed in U. S. A.

At It Since 1901

"Gramm" Says—

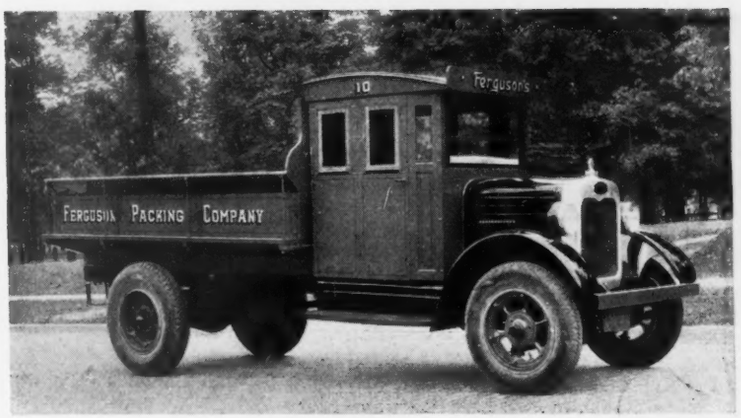
Because our advanced standardized designs are interchangeable

Bankers extend the Limit to our Dealers.

They know there is

Higher Value per Dollar Invested

A Dealer's Opportunity to get on a Banking Basis



Simplified Service

Will Cut Your Operating Costs **25%**

Capacities and Lengths to suit. 4 or 6 cylinder. At present the only Trucks in the World that eliminate vibration and adjust the Load to the Road.

Gramm & Kincaid Motors, Inc. Lima, Ohio, U. S. A.

Garford Model 80—4-Ton Trucks—A part of present fleet to which will be added soon ten additional units of same make and capacity

"Long, Careful Observation and Cost Record Keeping"

says The Globe Ice Cream Company of Los Angeles, California, "has proved the efficiency and economy of Garford Trucks, so much so that The Globe Ice Cream Company has adopted, as standard equipment, the Model 80 Garford Four-Ton gasoline driven truck."

Starting business in July, 1922 with ten ice cream delivery trucks and three general service trucks, their business has grown to the point today where their transportation problems require twenty-five trucks and five general service cars. A repeat order for ten additional 4-ton Garfords are to be delivered in the very near future which will bring their truck fleet up to a total of thirty-five units.

"In the matter of maintaining an efficient and economical truck fleet, the primary consideration should be given to the size and type of the truck and the body which is to be used," continues The Globe Ice Cream Company.

An enviable record of success in furnishing fleet users with equipment that exactly meets their requirements has been establishd by Garford for many years. Each day brings additions and repeat orders.

With a line of Motor Trucks and Motor Buses which have built many fleets through efficient and economical operation, Garford offers an opportunity to dealers worth investigating.

Write for the article "Why We Standardized on Garfords," prepared by an official of The Globe Ice Cream Company. It will be mailed you without obligation

THE GARFORD MOTOR TRUCK CO.

LIMA, OHIO

MOTOR TRUCKS, 1 TO 5 TONS **MOTOR BUSES, 17 TO 30 PASS.**

STRENGTH—LIGHT WEIGHT—DURABILITY

Garford *uses* DAYTONS

It takes real strength to carry this giant Garford Truck and its ponderous loads, over long hauls—year after year.

Dayton Steel Wheels have the super-strength necessary to meet the exacting requirements of this powerful worker of the roads. Strength also, to meet emergencies—collisions, terrific impacts against ruts and curbs. Yet they are surprisingly light in weight.

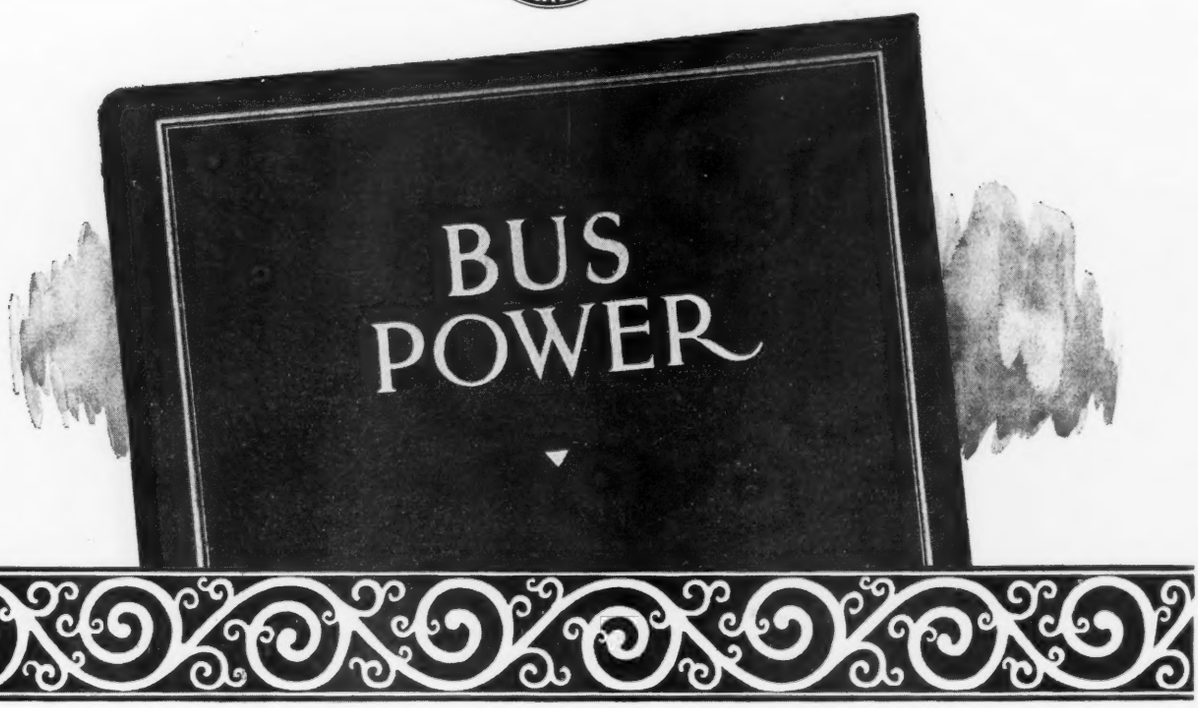
Rugged Garford power—rugged Dayton strength combine to give the truck owner more and better truck service. Specify Daytons on your next order.

THE DAYTON STEEL FOUNDRY COMPANY, Dayton, Ohio

Dayton
Steel Truck Wheels
PATENTED

TIRE ECONOMY—ACCESSIBILITY—APPEARANCE

DEPENDABLE POWER FOR EVERY PURPOSE



A Book Which Every Buyer of Bus Power Should Have

Here is a book the like of which has never before been published. There have been books on internal combustion motor design; books on automotive transportation; books on motor truck operation, and even on bus operation, but never one solely devoted to the all-important power plant.

In this little book you will find the major factors of motor bus power analyzed in a surprisingly clear manner, so that the buyer of bus power may go at the difficult task of selecting a power plant to meet the specific conditions in his field, satisfied that he is fortified by authoritative facts.

The chapters in this book present first a clear analysis of the major conditions which determine the type and size of the motor required to meet the demands of the operator's particular territory. Next the rigid requirements of bus motor design are analized so the bus operator may see what special qualifications must be incorporated into design, materials, shop processes, precision standards and inspection.

Then there are chapters on the economy side of bus power, flexibility and smoothness as performance factors, durability, maintenance and passenger mile costs. There is appended a bibliography of published literature on bus operation which will guide the reader in his research over the entire field of bus operation.

A copy of this book will be mailed to every interested inquirer. Write for it.

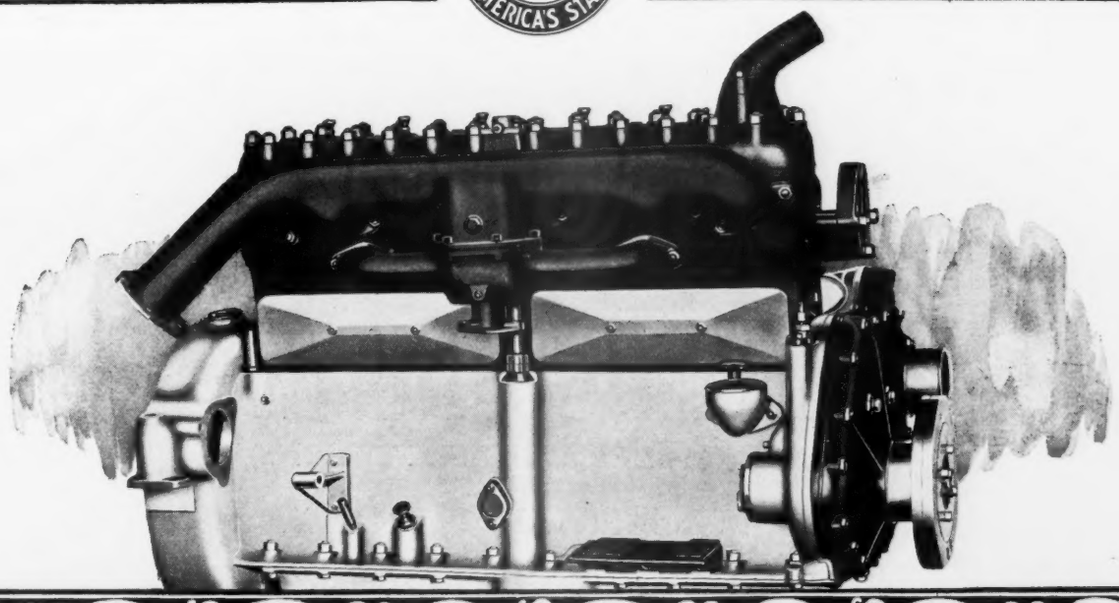
CONTINENTAL MOTORS CORPORATION

Offices: Detroit, Mich., U. S. A. *Factories:* Detroit and Muskegon

The Largest Exclusive Motor Manufacturer in the World

Continental Motors

DEPENDABLE POWER FOR EVERY PURPOSE



What the Manufacturer of Red Seal Motors Knows About Bus Power

No manufacturer in the world's history has had a better background of experience on which to base the quality of its output than has Continental in its production of Red Seal Bus Motors.

Not only had Continental as an institution developed coincident with the automotive industry up to the time the organization began to make bus power plants, but Continental has made an intensive study of the whole history of bus experience.

So here we have the intensive refinement of the super-specialist devoted to the design and manufacture of a particular product strictly in line with its experience stretching over nearly a quarter of a century.

The severe requirements to be met in bus motor design, dictated by special conditions —many of them unknown in any other field where gasoline power is a prime mover— made it clear that the gasoline motor must be re-developed throughout its entire production cycle, from blue print to test block, with the exclusive elements of bus transportation in mind.

This Continental Motors has accomplished with the same completeness and finality that have characterized every other achievement in Red Seal Power.

CONTINENTAL MOTORS CORPORATION

Offices: Detroit, Mich., U. S. A. *Factories:* Detroit and Muskegon

The Largest Exclusive Motor Manufacturer in the World

Continental Motors

DUPLEX

WHERE DUPLEX SERVES IT SAVES

Here are figures from the records of one owner (*name furnished on request*) of a fleet of four Duplex Model A Trucks, only one of hundreds of similar proofs of—

DUPLEX ECONOMIES

(WITH 4 MODEL A DUPLEX TRUCKS)

Total Mileage in 10-Month Period	128,390
Total Tonnage Transported	3,796,502
Ordinary Transportation Cost of Same	$17,467.60
DUPLEX Transportation Cost	$11,391.08
Additional Profit to Fleet Owner	$6,076.52

ONCE AGAIN

Duplex Trucks Have Demonstrated the Economy and Dependability of Duplex Operation.

Though Not Unusual Among Duplex Owners, the Above Figures Are Worthy of Your Consideration.

Thousands of Satisfied Duplex Owners Will Vouch for Duplex Saving Per Ton Mile and Unusual Service.

The Duplex Sales Policy Assures a Pleasing and Profitable Dealer Relationship.

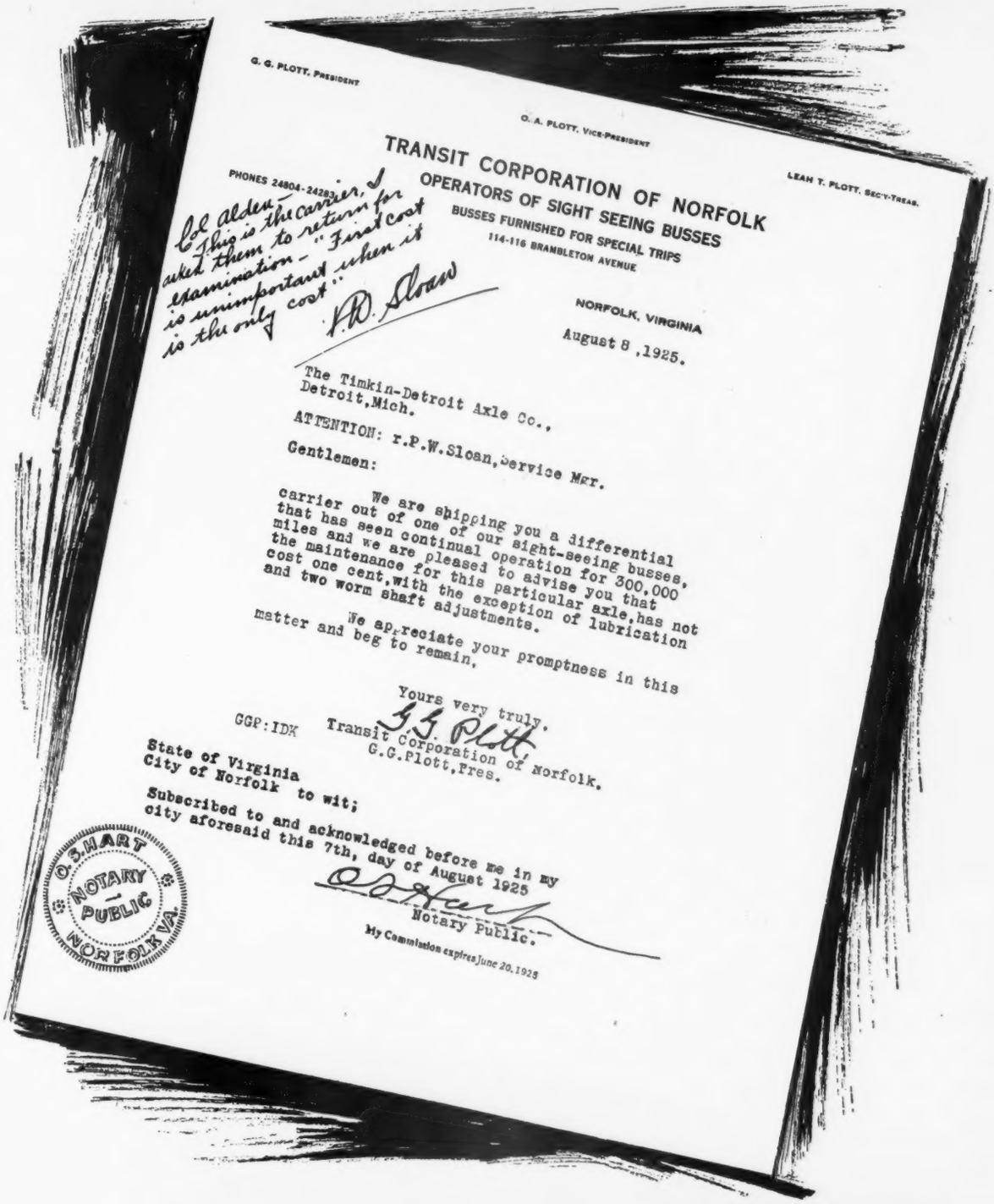
If YOU are interested in establishing a profitable business without making a large and uncertain investment

WRITE US TODAY

DUPLEX TRUCK COMPANY

LANSING, MICHIGAN

TIMKEN



G. G. PLOTT, PRESIDENT

O. A. PLOTT, VICE-PRESIDENT

LEAH T. PLOTT, SEC'Y-TREAS.

TRANSIT CORPORATION OF NORFOLK
OPERATORS OF SIGHT SEEING BUSSES
BUSSES FURNISHED FOR SPECIAL TRIPS
114-116 BRAMBLETON AVENUE

PHONES 24804-24283

Col Alden—
This is the carrier I asked them to return for examination—"First cost is unimportant when it is the only cost" when it

R.W. Sloan

NORFOLK, VIRGINIA

August 8 ,1925.

The Timkin-Detroit Axle Co.,
Detroit,Mich.

ATTENTION: r.P.W.Sloan,Service Mgr.

Gentlemen:

We are shipping you a differential carrier out of one of our sight-seeing busses, that has seen continual operation for 300,000 miles and we are pleased to advise you that the maintenance for this particular axle,has not cost one cent,with the exception of lubrication and two worm shaft adjustments.

We appreciate your promptness in this matter and beg to remain,

Yours very truly.
Transit Corporation of Norfolk.
G.C.Plott,Pres.

GGP:IDK

State of Virginia
City of Norfolk to wit;

Subscribed to and acknowledged before me in my city aforesaid this 7th, day of August 1925

O.S.HART
NOTARY PUBLIC
NORFOLK VA.

Notary Public.

My Commission expires June 20,1929

AXLES

ATTERBURY

ESTABLISHED 1903

Speed, capacity, power, endurance, profits—all present and accounted for in the Atterbury Highway Express.

Write us and we'll tell you what other dealers are doing with this job.

ATTERBURY MOTOR CAR CO.
ELMWOOD AVE. AT HERTEL BUFFALO, N. Y.

Also 2½-3, 3½-5 and 5-7 ton models

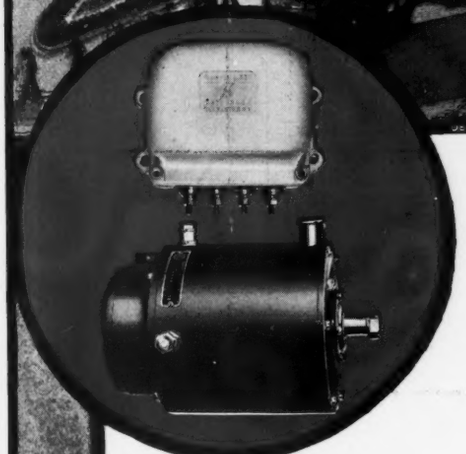
The new Atterbury Highway Express

THE SPEED TRUCK THE NATION'S BUSINESS HAS WAITED FOR

NORTH EAST

g Lighting Ignition *rns & Speedometers*

NORTH EAST ELECTRIC CO. ROCHESTER, N.Y.



THERE is a North East Unit available for every class of service: Generators from 125 to 600 Watt capacity, Starting Motors, Ignition Units, Horns and Speedometers—all built with that same ruggedness and durability that is characteristic of North East Equipment.

Even in severe Bus Service North East equipment is upholding its standard for dependability and long life in the electrical system. North East heavy duty Generators with voltage regulation are providing ideal charging for the Battery with entire freedom from the necessity of changing and outside charging. Day in and day out North East equipment is giving continuous service with a minimum of attention.

Space 321 at A. E. R. A. Convention

NORTH EAST ELECTRIC CO.
ROCHESTER, N. Y., U. S. A.
Manufacturers of Automotive Equipment for

Dodge Brothers
Graham Brothers
Yellow Coach
Berliet
White
Fifth Avenue Coach
Yellow Sleeve Valve Eng.
Acme Road Machine
Selden
American-LaFrance
Reo
Yellow Cab
Mack
Sterling Marine Engine
Safeway Six Wheeler
Dodge Watercar
Delage
Fay & Bowen
Moreland
Four Wheel Drive
Holt Caterpillar Tractor

NORTH EAST SERVICE INC.
ROCHESTER, N. Y.
Official North East Service Organization

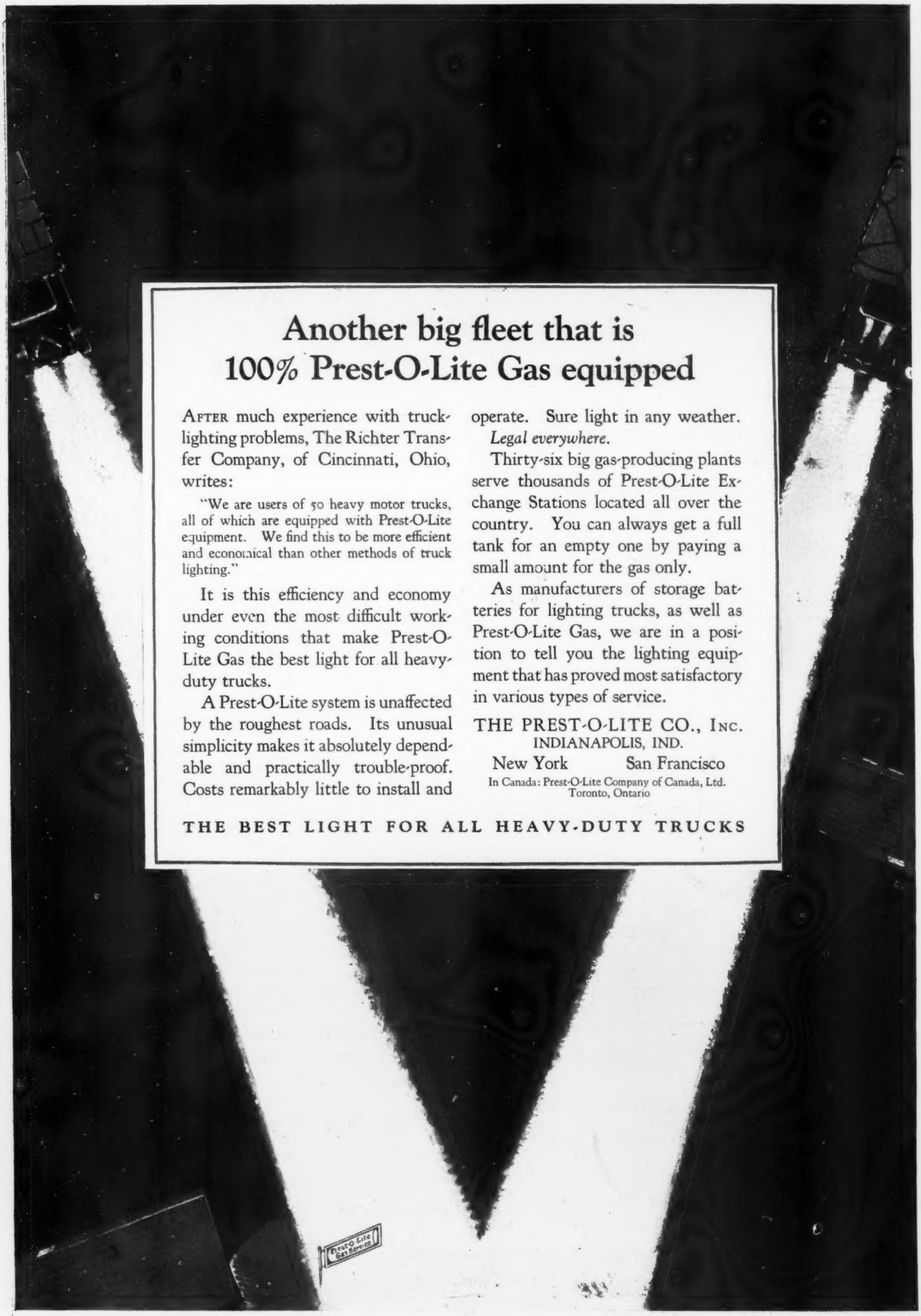
Atlanta, Chicago, Detroit, Kansas City, London, Paris, New York, Rochester, San Francisco, Toronto

Service Stations in Cities of Importance throughout the World

Directory of Service Stations available on request

Genuine North East parts and official service are available at North East Service Stations everywhere.

USE ONLY *Genuine* SERVICE PARTS



Another big fleet that is 100% Prest-O-Lite Gas equipped

After much experience with truck-lighting problems, The Richter Transfer Company, of Cincinnati, Ohio, writes:

"We are users of 50 heavy motor trucks, all of which are equipped with Prest-O-Lite equipment. We find this to be more efficient and economical than other methods of truck lighting."

It is this efficiency and economy under even the most difficult working conditions that make Prest-O-Lite Gas the best light for all heavy-duty trucks.

A Prest-O-Lite system is unaffected by the roughest roads. Its unusual simplicity makes it absolutely dependable and practically trouble-proof. Costs remarkably little to install and operate. Sure light in any weather. *Legal everywhere.*

Thirty-six big gas-producing plants serve thousands of Prest-O-Lite Exchange Stations located all over the country. You can always get a full tank for an empty one by paying a small amount for the gas only.

As manufacturers of storage batteries for lighting trucks, as well as Prest-O-Lite Gas, we are in a position to tell you the lighting equipment that has proved most satisfactory in various types of service.

THE PREST-O-LITE CO., Inc.
INDIANAPOLIS, IND.
New York San Francisco
In Canada: Prest-O-Lite Company of Canada, Ltd.
Toronto, Ontario

THE BEST LIGHT FOR ALL HEAVY-DUTY TRUCKS

Prest-O-Lite Gas increases the earning power of your heavy-duty trucks

PREST-O-LITE Gas equipment leads your trucks through the night in a flood of mellow, penetrating light.

Their way is guarded. The increased safety permits faster travel and its attendant increase in profits.

Because your trucks are perfectly equipped for night work, they have added ability to earn—ton-mile costs are reduced—your investment pays extra dividends. That's why Prest-O-Lite Gas is standard equipment for heavy-duty trucks where night as well as day efficiency is demanded.

To truck dealers

When you sell heavy-duty trucks, *sell them Prest-O-Lite Gas equipped.* Then you know the lighting system will stand any kind of hard service. You build good-will because it guarantees your customers a lighting system that is right for their work and will require practically no servicing on your part. You build up an increasingly profitable business in tank exchanges. Write today for details.

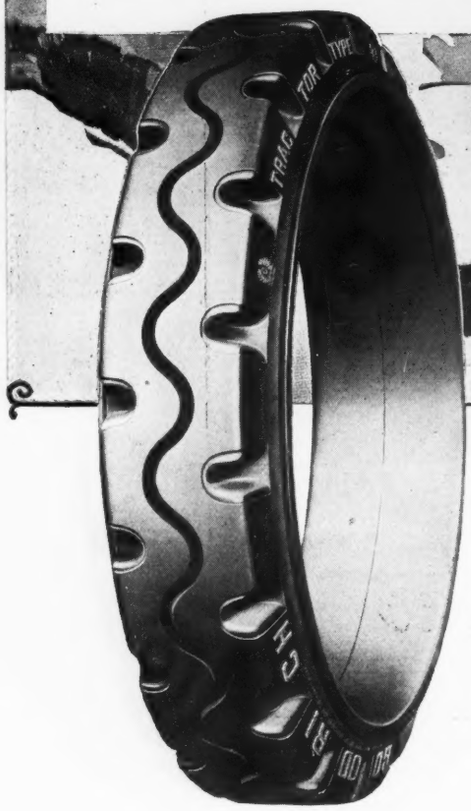
Prest-O-Lite Gas

THE BEST LIGHT FOR ALL HEAVY-DUTY TRUCKS

A Prest-O-Lite PRODUCT

WORLDS LARGEST MANUFACTURER OF ACETYLENE THE GAS OF A THOUSAND USES BATTERIES FOR AUTOMOBILES FARM LIGHTING RAILWAY SIGNALS AND RADIO

Meet Excavating Test . . . . We are motor transportation engineers specializing in dump work, such as hauling building materials, road work and general excavation; a line of business that will subject any solid tire to as severe a strain and test as is possible . . . . Our first Goodrich De Luxe Tractors are now on their 14,000th mile, despite decidedly hard usage and abuse. This performance, together with wonderful resilience and traction, have resulted in our now having nine of our fleet De Luxe Tractor equipped. **Pawton & Martin, Cleveland, Ohio.**



"Best in the Long Run"

They Dig in for Profit

Traction is the crying need in all heavy duty trucking and long hauling . . . . Traction is the other name of the Goodrich Tractor-Type Cushion Tire . . . It grips and carries the load . . . . Its unusual performance in excavating, on up-hill pulls, in all kinds of exceptional work, is praised in scores of letters from men who have benefited by the unique working character of Goodrich Tractors.

[To round out economical and efficient service in the operation of trucks and buses, Goodrich provides the famous De Luxe cushion smooth type, Goodrich Semi-Pneumatics and Goodrich Silvertown Heavy Duty Cords.]

THE B. F. GOODRICH RUBBER COMPANY, *Akron, Ohio*
In Canada: The B. F. Goodrich Rubber Company, Ltd., Kitchener, Ontario

Goodrich
De Luxe TRACTORS

There is Safety — in Clear Vision!

A FEW swift movements convert a Highland Cab from open to closed and it is a neat, trim cab you'll never be ashamed of.

There are no corner posts in Highland cabs and the blind spot has been reduced to an absolute minimum whether the cab is used open or closed. That means safety.

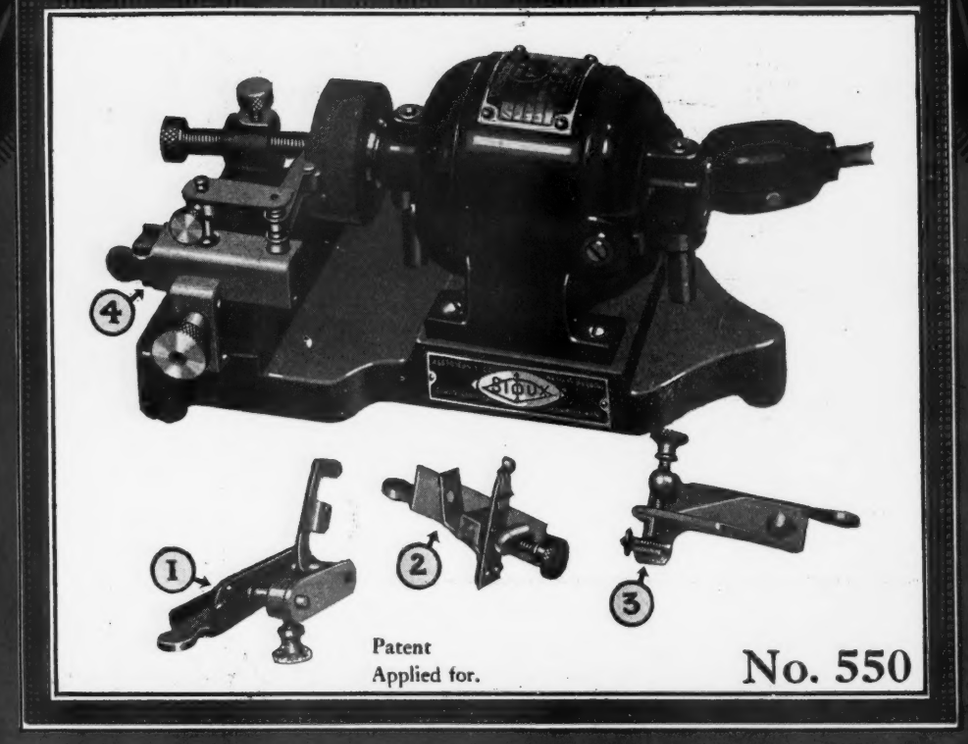
Doors and windows do not obscure your advertising. They do not stick out at the side. Hinged door cabs are frequently used with the doors tied open in hot weather. The width of the cab then makes accidents likely.

Highland sliding doors make it possible to load long material which overhangs in front, laying beside the cab door, and still the driver can get in and out. These cabs are much more practical and convenient than hinged door cabs.

Every truck manufacturer or dealer can supply Highland Cabs. Insist on having your truck equipped with a Highland cab for safety, convenience and comfort. They cost no more. For trucks now in use our local distributors in most big cities can supply you. Write for prices and the name of the nearest distributor.

THE HIGHLAND BODY MFG. COMPANY
403 Elmwood Place Cincinnati, Ohio

HIGHLAND *Cabs*



Patent
Applied for.

No. 550

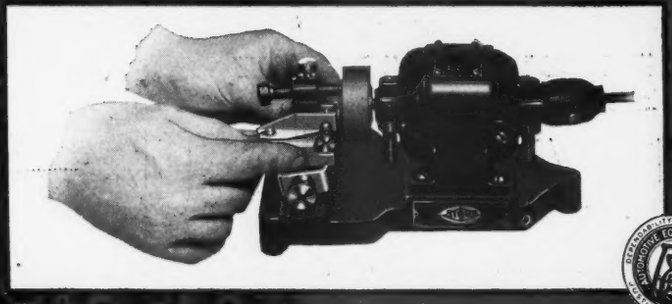
SIOUX IGNITION POINT GRINDER

Now you can grind any ignition point [tungsten or platinum] perfectly true and smooth—good as new—in jiffy time, no matter how badly pitted or burned. Ingenious adapter holds point square with grinding wheel surface, insuring results almost impossible with filing or stoning. Four adapters furnished to fit all points, including Ford spark coil plug. It also has a diamond point for refacing grinding wheel.

Many exasperating motor troubles such as missing, sputtering, stalling, hard starting, etc., are often caused by pitted ignition points. In such cases, proper grinding makes a big difference in the performance of a car. It should be a part of every motor overhauling job.

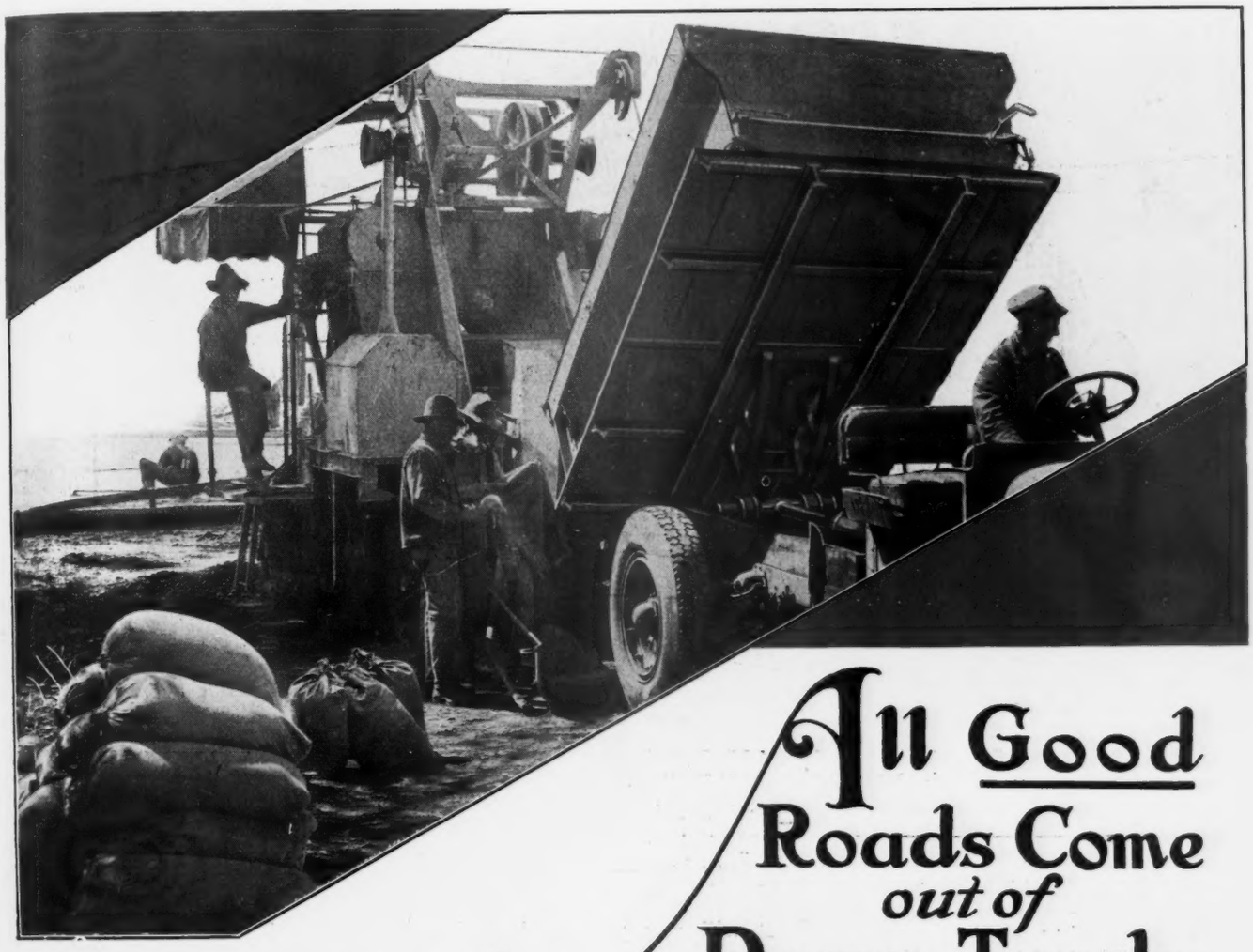
Order from Your Jobber

ALBERTSON & CO., SIOUX CITY, IOWA



SIOUX

Trade Mark Reg. U.S. Patent Office



All Good Roads Come *out of* Dump Trucks

WOOD UNDERBODY

HYDRAULIC HOISTS

Sales and Service:

Atlanta	Milwaukee
Baltimore	Minneapolis
Boston	New York
Buffalo	Philadelphia
Chicago	Pittsburgh
Cincinnati	Richmond
Cleveland	St. Louis
Columbus	San Francisco
Dallas	Seattle
Denver	Toledo
Fort Wayne	Washington, D. C.
Harrisburg	Windsor, Ontario
Indianapolis	Paris, France
Jacksonville	Southport, England
Kansas City	Barcelona, Spain
Knoxville	Hamburg, Germany
Los Angeles	Geneva, Switzerland
Louisville	Sydney, Australia

Factories:

DETROIT, MICHIGAN
WINDSOR, ONTARIO
SOUTHPORT, ENGLAND
PARIS, FRANCE

You can count on Wood Hydraulic Hoists to work hard and steadily day after day—always on the job, always efficient.

In the Wood Hydraulic Hoist there is nothing to get out of order—a piston and two steel pump gears are the only vital moving parts—and these work in oil.

A ***straight line drive*** operates the pump—this assures continued service and long life.

Good roads can be built quicker and cheaper if the right dumping equipment is used. Wood-Detroit equipment is ***right*** because it is simple in construction—powerful in operation and dependable in service. Fifteen years of ***knowing how*** and more than 100,000 installations have proved it.

Our new complete Catalog is ready. Send today for your copy

Wood Hydraulic Hoist & Body Co.

World's Largest Makers of Hydraulic Hoist and Steel Bodies

7927 Riopelle Street Detroit, Michigan

This Model 25, with refrigerator body, is one of a fleet of ten Commerce trucks operated by Fries'

You can make money with the Commerce

—the right type of truck for every industry—built right—stays right

MODEL SUPER 11
1½ TON

Continental S-4 motor, 4¼" bore x 4½" stroke. Spiral bevel gear rear axle. Wheelbase, 142 inches. Pneumatic cords, 34" x 5" front and 36" x 6" rear.

MODEL SUPER 14
2 TON

Continental S-4 motor. Timken worm drive. Standard wheelbase, 146 inches. Long wheelbase, 160 inches. Equipped with either solid or pneumatic tires.

MODEL 25
2½ TON

Continental K-4 motor, 4⅛" bore x 5¼" stroke. Timken worm drive. Standard wheelbase, 156 inches, special wheelbases 144 inches or 176 inches. Solids or pneumatics.

POWERMATIC

Automatic power unloading truck, for lumber, building supplies, etc. Built on the model 25. Sold only as a completely equipped truck, including unloading mechanism and body.

IT will pay you to investigate the liberal Commerce franchise—to learn why it is that truck-wise dealers are doing so well with the Commerce line—why Commerce trucks are so popular with discriminating owners.

Every business man—no matter what his trucking problems—will find a Commerce model that exactly suits his requirements. Once sold, he stays sold—Commerce owners are consistent repeaters.

Today Commerce offers a more attractive line and a more liberal franchise than ever before during fifteen years of successful motor truck building. Within the next few weeks improvements will be announced which will still further increase the value of a Commerce dealership.

Increased production now makes it possible for Commerce to add representation in some territories. If you are interested, we shall be glad to furnish complete information upon request.

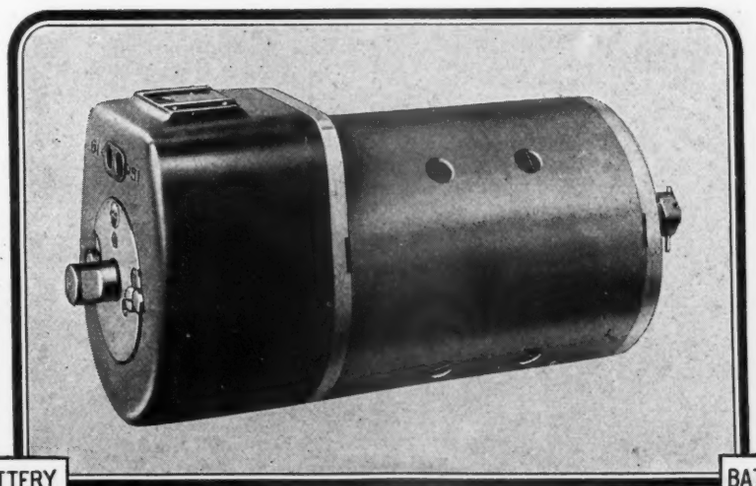
Commerce Motor Truck Company

132 Commerce Street
Ypsilanti, Mich.

Export Department
132 Nassau Street, New York City

Cable Comerstrux

Commerce



DRAIN ON BATTERY

BATTERY RE-CHARGE

Balanced

The "constant voltage" feature of the *Original*-Bosch Generator means an even balance of Battery current at all times

The ORIGINAL BOSCH Generator replenishes the battery with a "tapered" charging current. When the battery drain is heavy the charging current is high—and, as the drain is lessened, the charging current automatically decreases. This insures an adequate flow of current at all times. Except for some unusual reason the battery can never run "dead" nor will it ever be overcharged and suffer the resulting ill effects.

Owners and operators of motor bus, taxicab and truck fleets are in a position to appreciate this automatic battery protection. It is a guaranty of faithful service and dependability and a safeguard to the all-important maintenance of time schedules. In addition, the ORIGINAL BOSCH Generator insures lighting current even in the event that serious damage be done to the battery.

These are features that will interest every one of your customers, whether he operates a single motor conveyance or owns hundreds. The ORIGINAL BOSCH Generator is easy to sell!

Write for full information and agency details to Robert Bosch Magneto Co., Inc., 119c W. 64th St., New York, N. Y. Chicago branch, 1302 South Wabash Ave.

All ORIGINAL BOSCH Automotive Equipment is identified by the trademark shown above and the full name "Robert Bosch". They are your assurance of genuine, ORIGINAL BOSCH quality as known the world over since 1887.

The Original Bosch

ROBERT · BOSCH · MAGNETO · COMPANY · INC.

No connection whatsoever with the American Bosch Magneto Corporation

Good Advice from a Good Truck-Builder

A truck-builder said to us recently: "Give us the *best* valve, whatever it costs. We are building trucks today for 100,000 miles or better, and the difference in price between an average valve and the best one manufactured practically disappears when one looks at it on a mileage basis."

In other words, he knows that under modern conditions of commercial haulage *quality is the thing that pays dividends*. In 100,000 miles the repairs, replacements, time-out, inefficient operation, etc., due to *poor* quality, will buy *good* quality over and over again.

So why run a truck with any but the best valves procurable? And why regrind old, burned, or warped valves when a new set will pay both you and the owner a better profit?

THOMPSON PRODUCTS, INC., CLEVELAND
Also manufacturers of King Bolts, Tie-Rod Bolts, Spring Bolts, Bushings, Tappets and Starting Cranks
Export Department: 130 West 42d St., New York, U. S. A.
Cable Address: "THOMPRO - NEW YORK"

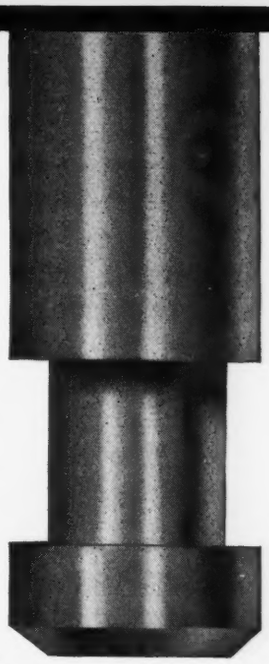
Thompson
Silcrome Valves

TRADE MARK

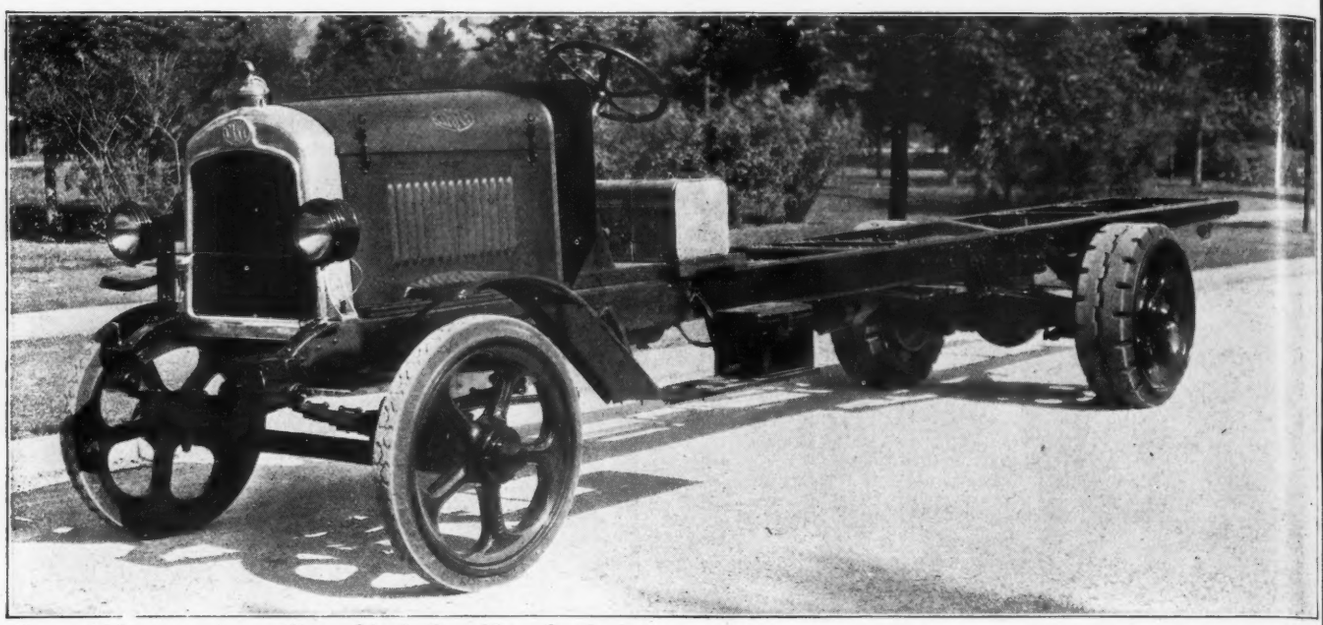
THREE things—proper material, proper heat-treating of the material, and correct design—are necessary if a valve is to help pay commercial-haulage profits. Those three things can only result from long experience in valve-making and a volume of sales that provides brains, up-to-date equipment, and intimate knowledge of all kinds of engines.

These are really the reasons back of the unequalled performance record of Thompson Valves—the reasons why they have survived in good condition tests that burned and ruined ordinary valves in a few hours—the reasons why they are original equipment on sixty makes of airplanes, automobiles, motor trucks, tractors, and motorcycles.

These valves are distributed by leading jobbers in all parts of the country. When ordering be sure to mention Thompson Silcrome Valves by name.



Thompson
Silcrome Valves



New model 3½-ton truck, manufactured by the Gary Motor Corporation, Gary, Indiana. Powered with the Buda six-cylinder Model BUS

Looking ahead in the field of commercial transportation

Motor truck owners are coming to realize that smooth operation means much to the life of their vehicles; that flexibility in truck engines is quite as desirable as in motorbus power. That's why so many of them now want Buda six-cylinder engines in their trucks.

The Gary Motor Corporation is the latest manufacturer to offer the heavy duty Buda Six as standard equipment.

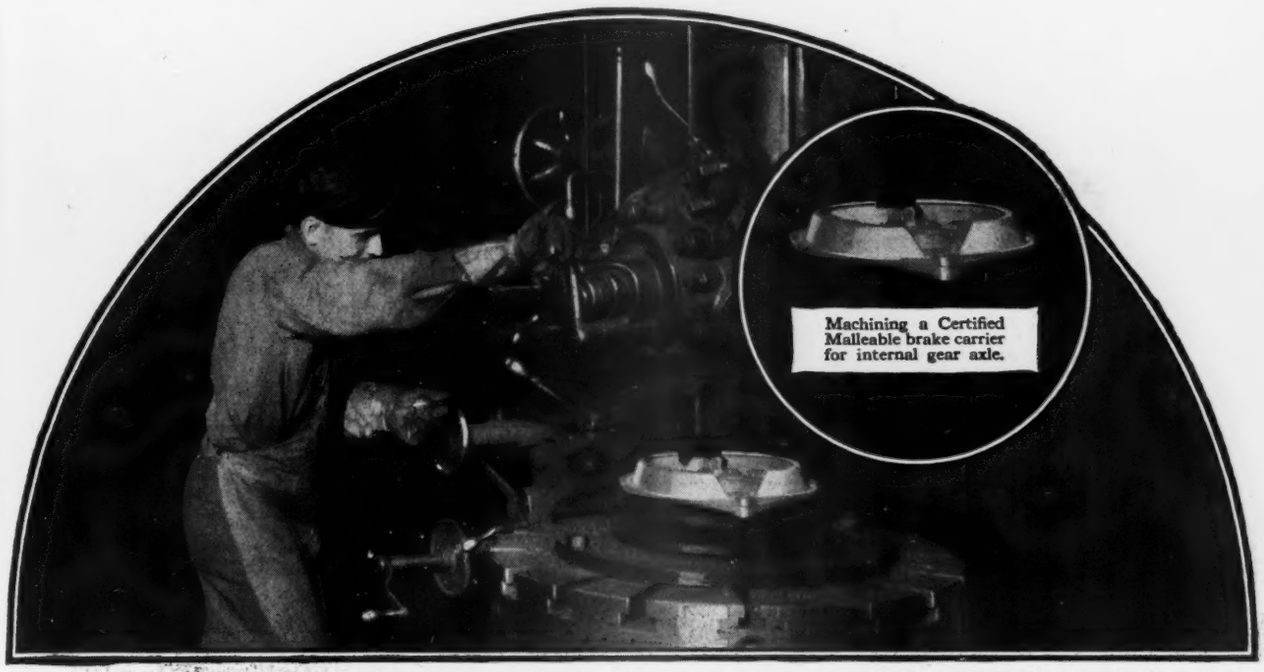
They report most gratifying performance under all kinds of operating conditions; amazing economy and power as well as the flexibility that only six cylinders can give.

This is but one of the many developments for which Buda is responsible. In the vanguard of progress you will always find the Buda organization working tirelessly for better and more efficient transportation.

THE BUDA COMPANY, HARVEY CHICAGO SUBURB ILLINOIS
ESTABLISHED 1881

Buy only genuine Buda Parts for your Buda engine

BUDA
The
ENGINE



Machining a Certified Malleable brake carrier for internal gear axle.

Machining, threading, planing, broaching, drilling, punching, and riveting are easily performed on Certified Malleables. Minute particles of temper carbon or graphite released during the annealing process forms a natural lubricant for the cutting tool.

Certificate Holders for the Quarter Ending June 30, 1925

Albany Malleable Iron Co. ..... Voorheesville, N. Y.
Albion Malleable Iron Co. ..... Albion, Mich.
American Chain Co. ..... Bridgeport, Conn.
American Malleable Castings Co. ..... Marion, O.
American Malleables Co. ..... Lancaster, N. Y.
Badger Malleable & Mfg. Co. ..... South Milwaukee, Wis.
Baltimore Malleable Iron & Steel Casting Co. ..... Baltimore, Md.
Belle City Malleable Iron Co. ..... Racine, Wis.
Chain Belt Co. ..... Milwaukee, Wis.
Chicago Malleable Castings Co. ..... West Pullman, Chicago, Ill.
Columbia Malleable Castings Co. ..... Columbia, Pa.
Columbus Malleable Iron Co., The ..... Columbus, O.
Danville Malleable Iron Co. ..... Danville, Ill.
Dayton Malleable Iron Co. ..... Dayton, O., Ironton, O., and Canton, O.
Decatur Malleable Iron Co. ..... Decatur, Ill.
Devlin Mfg. Co., Thomas ..... Philadelphia, Pa.
Eastern Malleable Iron Co., The ..... Naugatuck Malleable Iron Works, Naugatuck, Conn.; Troy Malleable Iron Works, Troy, N. Y.; Wilmington Malleable Iron Works, Wilmington, Del.; Vulcan Iron Works, New Britain, Conn.
Erie Malleable Iron Co. ..... Erie, Pa.
Federal Malleable Co. ..... West Allis, Wis.
Fort Pitt Malleable Iron Co. ..... Pittsburgh, Pa.
Fraser & Jones Co. ..... Syracuse, N. Y.
General Electric Co. ..... Erie, Pa.
Glancy Malleable Corporation ..... Waukesha, Wis.
Illinois Malleable Iron Co. ..... Chicago, Ill.
Iowa Malleable Iron Co. ..... Fairfield, Ia.
Kalamazoo Malleable Iron Co. ..... Kalamazoo, Mich.
Laconia Car Co. ..... Laconia, N. H.
Lakeside Malleable Castings Co. ..... Racine, Wis.
Link-Belt Co. ..... Indianapolis, Ind.
Marion Malleable Iron Works ..... Marion, Ind.
Moline Malleable Iron Co. ..... St. Charles, Ill.
National Malleable & Steel Castings Co. ..... Cleveland, O., Chicago, Ill., Indianapolis, Ind., Toledo, O., E. St. Louis, Ill.
Northern Malleable Iron Co. ..... St. Paul, Minn.
Northwestern Malleable Iron Co. ..... Milwaukee, Wis.
Peoria Malleable Castings Co. ..... Peoria, Ill.
Pittsburgh Malleable Iron Co. ..... Pittsburgh, Pa.
Rhode Island Malleable Iron Works ..... Hillsgrove, R. I.
Rockford Malleable Iron Works ..... Rockford, Ill.
Ross-Meehan Foundries, The ..... Chattanooga, Tenn.
St. Louis Malleable Casting Co. ..... St. Louis, Mo.
Saginaw Malleable Iron Co. ..... Saginaw, Mich.
Standard Malleable Castings Co. ..... Terre Haute, Ind.
Stowell Co., The ..... South Milwaukee, Wis.
Superior Steel Castings Co. ..... Benton Harbor, Mich.
Symington Co., The ..... Rochester, N. Y.
Terre Haute Malleable & Mfg. Co. ..... Terre Haute, Ind.
Trenton Malleable Iron Co., The ..... Trenton, N. J.
Union Malleable Iron Co., The ..... E. Moline, Ill.
Vermilion Malleable Iron Co. ..... Hoopeston, Ill.
Wanner Malleable Castings Co. ..... Hammond, Ind., and Beloit, Wis.
Warren Tool & Forge Co. ..... Warren, O.
Webster Mfg. Co., The ..... Chicago, Ill.
Wisconsin Malleable Iron Co. ..... Milwaukee, Wis.
York Mfg. Co. ..... York, Pa.
Zanesville Malleable Co. ..... Zanesville, O.

Easy and Economical Machining Characteristics of Certified Malleable Iron

One-eighth inch cuts at 150 feet and light finishing cuts at 250 feet per minute are common with Certified Malleable Castings; in fact no other ferrous material possessing equal shock resisting qualities can be machined as easily, quickly and economically as this material.

And what is more important, Certified Malleables are particularly free from blow-holes so that rejects, after much expensive machining, are reduced to a minimum. The uniform, fine grained structure of Certified Malleables insures smooth, clean cut surfaces after machining and an ideal surface for the application of paint.

Any metal possessing these superior machining qualities: with an average ultimate strength well over 50,000 pounds; a yield point of approximately 33,000 pounds per square inch; an elongation averaging more than 10%; together with great shock resistance and high rust resisting qualities certainly possesses all the elements necessary for economical production and severe operation.

Send for 32 page educational booklet—"Certified Malleable in Transportation and Industry."

AMERICAN MALLEABLE CASTINGS ASSOCIATION
UNION TRUST BUILDING CLEVELAND, OHIO

POSITIVE PHYSICAL PROPERTIES — AcA CERTIFIED TRADE MARK

CERTIFIED-MALLEABLE CASTINGS

United

The United "Constructor" is designed and built for road contractor's work only. It has made amazing records in owner's hands for economy and unfailing dependability on the job. Dealers will find in this, as in all United models, exceptional opportunities for real and substantial profits.

A. LARSON, TREAS. AND MGR.

M. F. LARSON, PRESIDENT

MUTUAL SAND AND ROCK CO., INC.

GENERAL CONTRACTORS AGGREGATE
281 INTERSTATE TRUST BUILDING
DENVER, COLORADO

PHONES: OFFICE, MAIN 7214
PLANT, YORK 3697

PLANTS
SAND AND COLUMBINE
CLEAR CREEK AT WASHINGTON

8-21-25

E. J. Brown Garage and Transfer Company,
Distributors of United Trucks,
26th and Curtis Streets,
Denver Colorado.

Gentlemen:

We have now been operating a fleet of thirty of your model 30-D Road Constructor Trucks equipped with the Woods steel dump bodies with the under-body hydraulic hoists for a little over five months and are very well pleased with the service they have given us. We have hauled heavy loads of hot asphalt, screened gravel, sand etc. over all kinds of roads and into all of the inaccessable, (almost), corners around a building where concrete aggregates are generally wanted and the UNITEDS have always come out with flying colors.

We have been put to almost no expense for repairs so far and have good reason to believe that the upkeep on these trucks will be unusually light. We operate nine trucks of other makes none of which compare with our Uniteds for reliability, speedy work and low upkeep expense.

Very truly yours,
Mutual Sand & Rock Co. Inc.
Mutual Haulage & Excav. Co. Inc.

By A. Larson
A. Larson, Pres.

L-AOS

Here is one fleet owner's opinion of his United "Constructors." Does this mean anything to you as a dealer?

For Information, Write

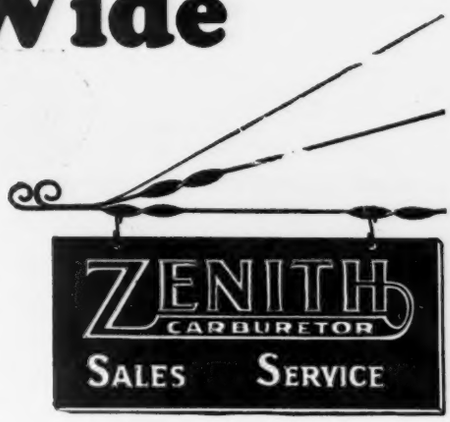
United Motors Products Company

Grand Rapids, Michigan

"Quality Transportation Units Since 1910"

ZENITH

A Nation-Wide Service



WHEREVER the Zenith-equipped motor goes in the United States, in Canada, Cuba, or Mexico, it finds this familiar sign of Zenith Service.

Rarely, if ever, will the owner need service on his ***fixed adjustment*** Zenith, but it is a source of satisfaction to him to know, that if needed, it is at hand.

The Zenith organization of 81 distributors and over 1100 service stations co-operates with garages and car dealers to increase owner satisfaction.

There is a Zenith for every car, truck, bus, tractor, airplane, boat or industrial engine

ZENITH-DETROIT CORPORATION

Manufacturer of

ZENITH CARBURETORS

DETROIT MICHIGAN

Branches:

NEW YORK • CLEVELAND • CHICAGO

Over 1100 Service Stations

SCIENTIFIC
MATHER
SPRINGS

THE penny wise buyer who attempts to cash his economy at the time of purchase through the selection of the cheap article at the low price doesn't seem to realize he is thereby smashing the fulfillment of his expectations in dependable service and complete satisfaction.

THE MATHER SPRING COMPANY, TOLEDO, OHIO

Makers of scientifically heat-treated springs for the leading passenger car and truck manufacturers in America and Europe

Public Confidence Is The True Test Of Merit

Thousands of GMC users express their faith in GMC by the surest sign—repeat orders. They know that GMC never sits back and rests in self-satisfaction every time it does a good job. GMC keeps right on working hard to do a still better job of furnishing high-grade performance with economy. These haulage buyers use GMC's continuous advance in the furthering of their own progress. Why don't you investigate GMC's performance records?

GENERAL MOTORS TRUCK COMPANY
Division of General Motors Corporation
Pontiac, Michigan

General Motors Trucks

Writers who mould automotive thought

The Dean of the Corps of Automotive Editors

JULIAN CHASE
Directing Editor
Chilton Class Journal Company

The automotive publishing business has produced a number of brilliant editors and writers, many of whom have since passed out of the picture. Probably the oldest in point of service, and among the best known, is Julian Chase, directing editor of the Chilton Class Journal Company.

Mr. Chase entered the automobile field in 1899, by way of the U. S. Automobile Company, makers of electric vehicles. Later he became sales manager of the automobile department of the Ward Leonard Electric Company. In 1903 and 1904 he sold ignition equipment to car manufacturers. He contributed to The Horseless Age during this period and his articles, combined with the pioneering experience back of them, won for him a place on the staff of that paper as managing editor. From The Horseless Age he went to Motor, of which publication he was editor for nine years, resigning in 1915 to become part owner and editor of The Horseless Age.

The Horseless Age, the first automobile journal to be published in the United States, was bought in 1918 by The Class Journal Company, and Mr. Chase became business manager of the editorial department, later becoming the directing editor.

The activities of Mr. Chase have been numerous. He has been a member of the Publishing Committee and of the Standards Committee of the S. A. E. and was at one time secretary of the Metropolitan Section. He is president of the National Conference of Business Paper Editors. He is a member of the Committee on Enforcement of the National Conference on Street and Highway Safety and of the Advisory Board for the Dictionary of Specifications of the Department of Commerce.

Mr. Chase is particularly well qualified by both training and experience to direct the editorial work of this great organization. He is a graduate of Brown University where, besides getting his degree in 1899, he set up something of a reputation for himself as a football player. He participated in many of the early automobile endurance contests and speed events, winning as a first accomplishment in this line a blue ribbon for a perfect performance in the 1902 Long Island 100 mile non-stop endurance contest as well as the prize for lowest gasoline consumption in the same event. On the practical side of his experience in the business which these papers represent he has designed, built, sold and repaired automobiles.

His long contact with and intimate knowledge of the industry give him an unusual perspective for the proper appraisal of news values. He possesses a combination of qualities which well fit him to direct the editorial activities of the Chilton Class Journal Company.

This is the second of a series of announcements dealing with the editorial strength of Chilton Class Journal publications. Each issue will carry a brief sketch of an editor or principal contributor to the group.

The purpose of this series is to place before you the facts about our editorial work so you may know its scope and magnitude and the ability, experience and attainments of the men whose articles you read in these publications.

United States Motor Trucks

"Good as the Name"

Specializing on Profits

For 16 years The United States Motor Truck Company has been building *standardized motor trucks.* This experience has taught us that *specialization* is the key to profits. For the last year we have been building a sales franchise and new merchandising plan that we are now ready to offer progressive truck merchants. This plan *insures your making a net profit* on each truck sold. Will you investigate our new plan? Write or wire, at our expense, and get the details today.

The United States Motor Truck Company
CINCINNATI, OHIO

Established
1909

Capitalization
$1,750,000.00

Another Reduction

For the second time within four months, Graham Brothers announce a substantial reduction in price.

Effective Wednesday, September 9th, the f. o. b. Detroit price of Graham Brothers 1-ton Truck chassis is—

$995

This reduction is in line with previous assurances that the truck buyer will always benefit equally with Graham Brothers by every economy effected through increased production.

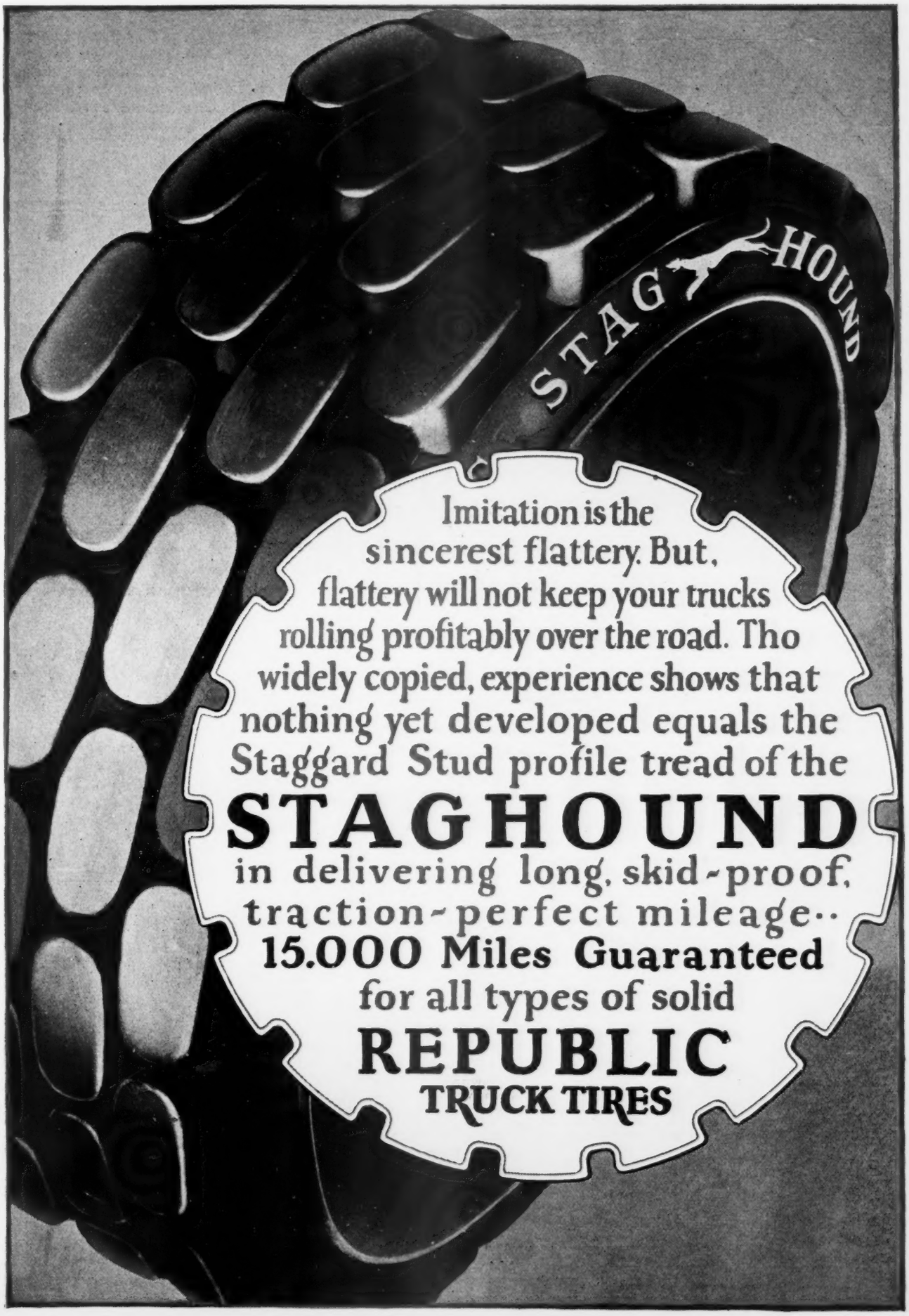
Now first in the world as exclusive manufacturers of motor trucks, Graham Brothers are able to make this second reduction without the slightest sacrifice of quality.

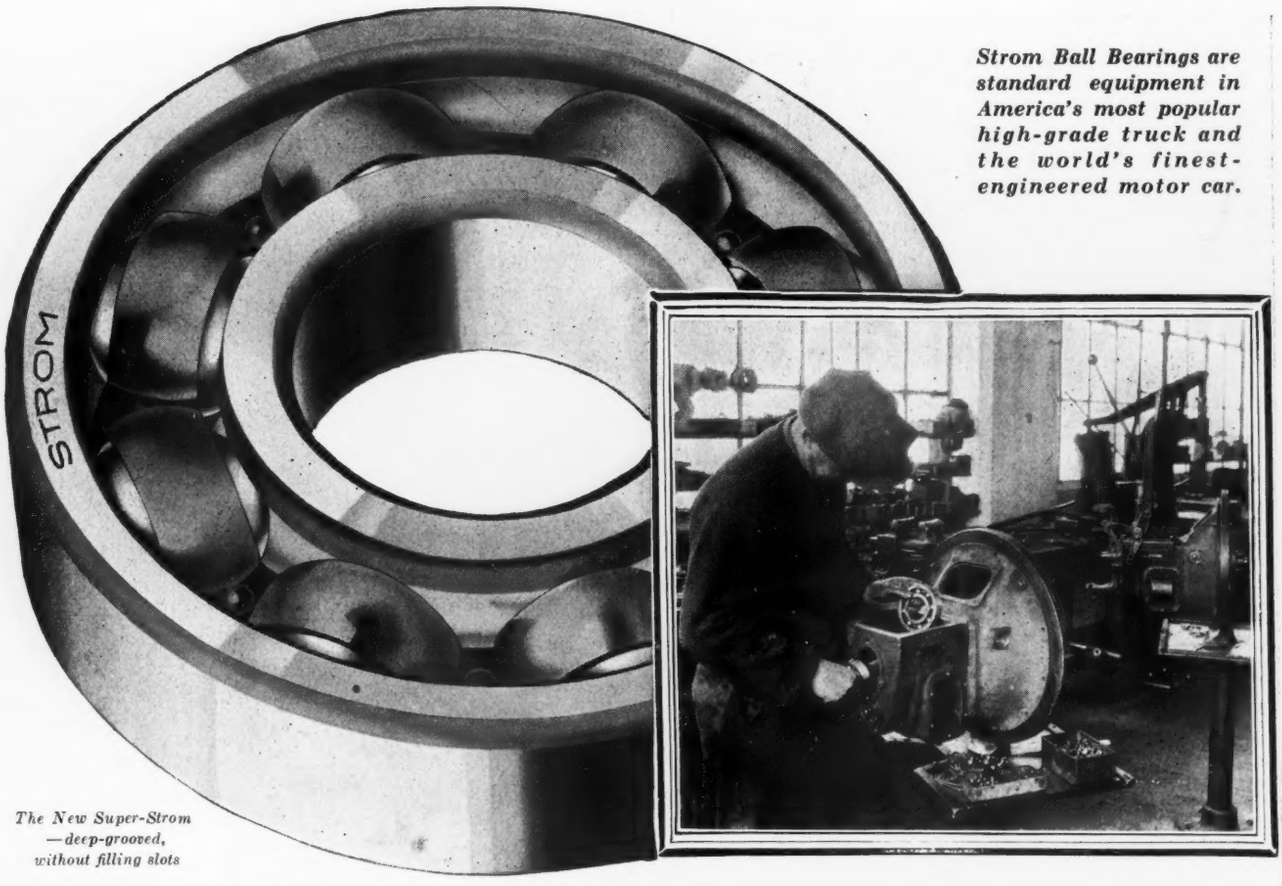
In fact, the truck today is better than ever before—and this new price will seem remarkably low to those who know what Graham Brothers Trucks will do.

GRAHAM BROTHERS
Detroit — Evansville — Stockton
A DIVISION OF DODGE BROTHERS, INC.
GRAHAM BROTHERS (CANADA) LIMITED - TORONTO, ONTARIO

GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS DEALERS EVERYWHERE


STAG HOUND
Imitation is the sincerest flattery. But, flattery will not keep your trucks rolling profitably over the road. Tho widely copied, experience shows that nothing yet developed equals the Staggard Stud profile tread of the
STAGHOUND
in delivering long, skid-proof, traction-perfect mileage..
15.000 Miles Guaranteed
for all types of solid
REPUBLIC
TRUCK TIRES



The New Super-Strom —deep-grooved, without filling slots

Strom Ball Bearings are standard equipment in America's most popular high-grade truck and the world's finest-engineered motor car.

Strom for Truck Transmissions, Differentials and Rear Axles

Approved by leading engineers of the automobile industry

GEAR shifting that is smooth and quiet! Every truck owner wants it. Every automobile truck engineer seeks to make it possible—not only for the first few thousand miles of service but for the scores and scores of thousands of miles that a car these days is expected to deliver.

As a result, many improvements in the design and construction of transmissions have been made in recent years. Special steels have been developed, combining more strength with less weight. And increasing preference has been shown for ball bearings—particularly the sturdy, accurate ball bearings manufactured by Strom.

In transmissions, the new Super-Strom radial bearing insures correct relation of parts by holding the shaft in permanently rigid alignment. It thus makes gear shifting easier, smoother and quieter. Its accuracy and freedom from wear greatly prolong the life of the gears with consequent reduction in upkeep.

Deep-grooved and without filling slots, the Super-Strom offers increased load-carrying capacity by the use of larger balls. It is a stock bearing, yet its dimensional accuracy and concentricity compare favorably with bearings made to special specifications. Retainers are unusually sturdy—accurately pressed—rigidly riveted. The special analysis steel used is hardened throughout, not merely case-hardened, thus giving exceptional durability.

Super-Strom Ball Bearings are now available in quantity production—in a wide variety of types and sizes. Behind them is the Strom reputation for quality manufacture. Our engineers welcome inquiries. Let us send you catalogs, price lists, with tables of load capacities at different r. p. m., etc. Write for the facts.

Single-acting thrust bearing, flat seats (grooved races) 1100-F Series

Double-acting thrust bearing, flat seats (grooved races) 2100-F Series

Single-acting, self-aligning thrust bearing, leveling washer, 1100-U Series

Double-acting, self-aligning thrust bearing, leveling washers 2100-U Series

Super-Strom, deep groove, radial bearing

Double-row, deep-groove, radial bearing, bronze retainer

Angular contact bearing, combination radial and thrust

Adapter type bearing, with sleeve

Strom BALL BEARINGS

MARLIN-ROCKWELL CORP., Successor to
STROM BALL BEARING MFG. CO., 4542 Palmer Street, Chicago, Ill.

A Complete Line

In the Speed Truck and the smaller models are found fast delivery facilities at unbelievably low cost. The Heavy Duty Models combine great carrying capacity with exceptional endurance and more power than is needed. In all models Gotfredson builds a sturdiness and long life that reduce repair costs to a negligible item.

A Gotfredson Sales franchise constitutes a splendid business investment.

Find Out About the Gotfredson Franchise and the Corporation Behind It

Gotfredson Corporation

MOTOR TRUCK DIVISION

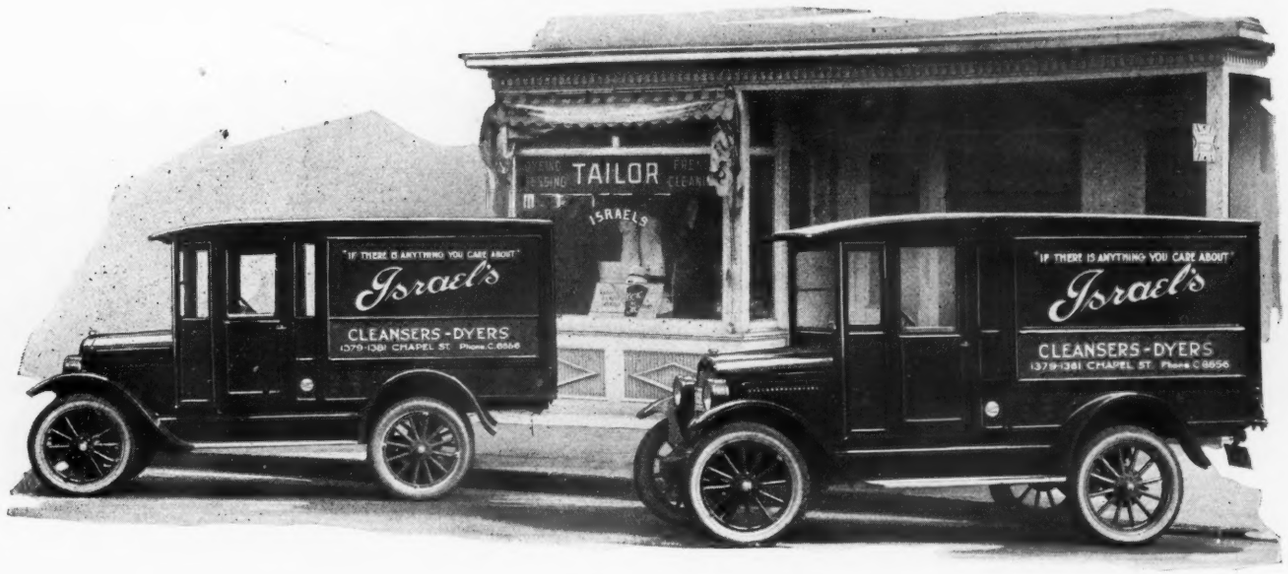
3601 Gratiot Avenue

Detroit, Michigan.

Factories: Detroit and Walkerville, Ontario

BRANCHES: Detroit, Cleveland, Los Angeles, U. S. A. Walkerville, Hamilton, Montreal, Toronto, Canada. London, England. Sydney, Australia

Gotfredson



"We Will Replace Our Other Four Cars with Overland Spads"

Israel's Cleaners and Dyers of New Haven, Conn., operate two Overland Spads and an Overland Sedan. They write that Overlands have given such satisfaction that they intend to replace the other four cars in their fleet with Overland Spads.

More proof of Overland's superior worth. The proof of operation side by side with other cars, doing the same tasks and chores, and doing them more dependably and economically.

Overland Spad has been engineered to excel. It is equipped with an engine renowned for its speed, power and endurance . . . a sturdy chassis . . . exceptionally rugged axles . . . patented Triplex Springs . . . disc-type clutch running in a constant bath of oil . . . engine, clutch and transmission a single unit, protected from dust and mud.

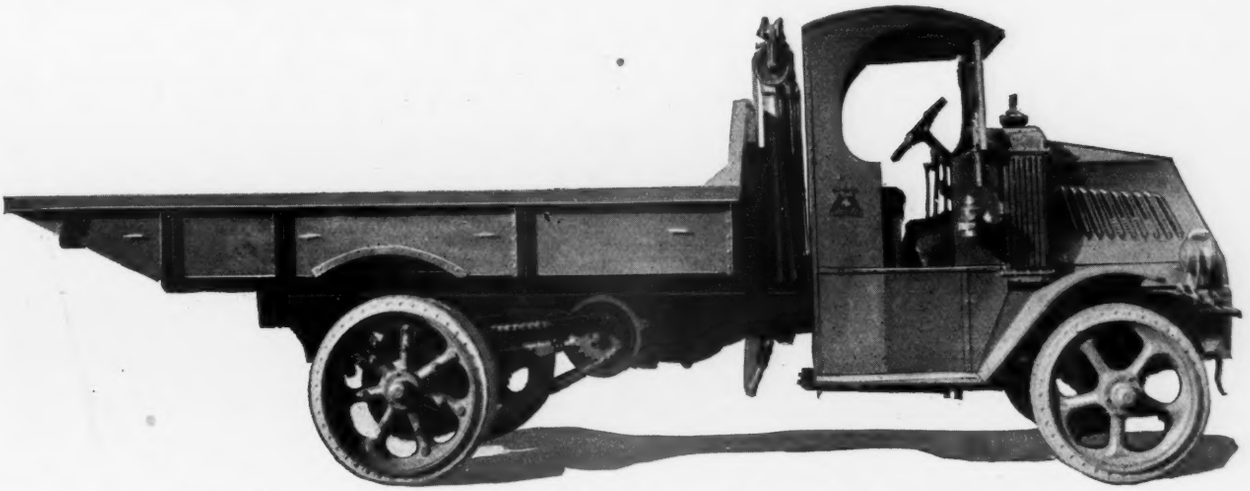
Overland Spad is a fine appearing car, too, one that represents its house like a clean-cut salesman. Among the many body variations is a type suited to every need. Write us or see the nearest Overland dealer for details and prices.

WILLYS-OVERLAND, INC., TOLEDO, OHIO
WILLYS-OVERLAND SALES CO. LTD., TORONTO, CAN.

Overland SPAD
SPEED POWER AND DURABILITY

Send for the "Cost of Operation Data Book". It enables every commercial car user to keep accurate figures on his operation costs. Free on request.

SPEED POWER AND DURABILITY



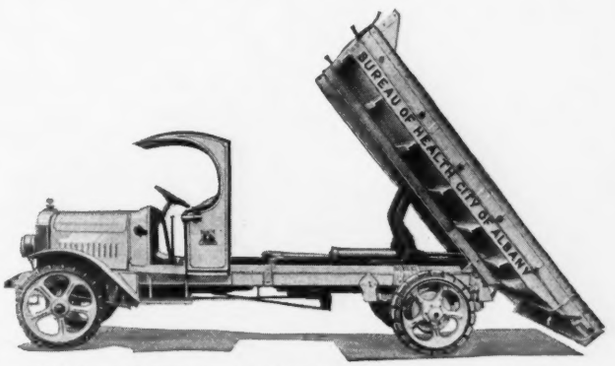
One of five trucks, specially equipped, with St. Paul Vertical Hydraulic Hoists for handling refuse, owned by the City of Schenectady, N. Y.

Municipal Prominence

Many large cities use and specify St. Paul Hydraulic Hoists because of their reliability and quality of service rendered.

The name "St. Paul" on a hoist stands for long service and dependability.

These facts are revealed in daily demonstrations by thousands of satisfied users.



A Heavy Duty St. Paul Underbody Hoist equipped Mack Truck for the Bureau of Health, City of Albany, N. Y.

Make St. Paul Hoists Your Choice, Too!

HYDRAULIC HOIST MANUFACTURING CO.

FACTORIES at St. Paul, Minnesota **DISTRIBUTORS and SERVICE STATIONS Everywhere**

Write for Name and Address of One Nearest You

St. Paul

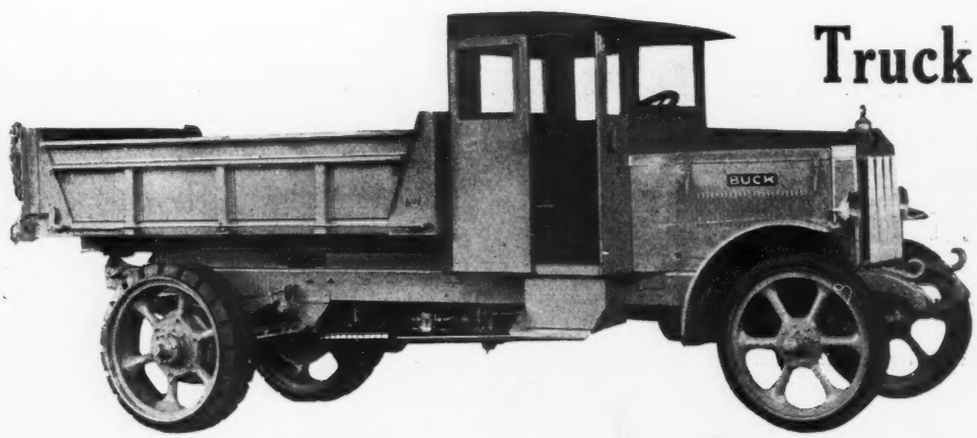
VERTICAL AND UNDERBODY
HYDRAULIC HOISTS

Quality Engineering, Units, Workmanship

In the Buck Truck will be found world famous major units and all other materials in keeping with the best standards, but the thing that counts, is motor truck engineering and workmanship of the highest order.

Buck offers dealers today just what their customers want —powerful, speedy, economical trucks. There are 9 models of 1½ to 7½ tons. Two are four-cylinder speed chassis (34 and 44); two, even speedier six-cylinder models (36 and 46); and five heavy duty chassis whose 7-speed-forward-2-reverse transmissions put them in the speed class.

We sell through dealers exclusively wherever dealers are available. Correspondence invited.



The Buck Motor Truck Company

Bellevue

Ohio, U.S.A.

BUCK TRUCKS

Three Essentials of Bus Seating
Comfort—Appearance—Durability

No. 208 DeLuxe
With Individual Backs, Spring Cushions and Air Cushion Pads

For half a century Hale & Kilburn has specialized in designing seating equipment suitable for every type of passenger transportation and has originated all the important improvements in this line. H & K Seats are in use upon nearly every steam and electric railway in the United States.

Definite superiorities of design and construction make possible this popularity.

These same characteristics are embodied in H & K bus seats. They enhance the appearance of the job and the luxuriant comfort they afford is an attraction to the bus traveling public.

Styles of seats for every type of bus

Prices on application

Interior of Bus Equipped With Hale-Kilburn Seats

HALE-KILBURN COMPANY

General Offices and Works:
1800 Lehigh Avenue, Philadelphia

SALES OFFICES:

Hale-Kilburn Co., 30 Church St., New York
Hale-Kilburn Co., McCormick Bldg., Chicago
Equip. Sales Corp'n, Railway Exch. Bldg., St. Louis
E. A. Thornwell, Candler Bldg., Atlanta
Frank F. Bodler, 903 Monadnock Bldg., San Francisco
Chris Eccles, 320 S. San Pedro St., Los Angeles
T. C. Coleman & Son, Starks Bldg., Louisville
W. L. Jefferies, Jr., Mutual Bldg., Richmond
W. D. Jenkins, Praetorian Bldg., Dallas, Texas
W. D. Jenkins, Carter Bldg., Houston, Texas
H. M. Euler, 46 Front St., Portland, Oregon

No Man Near You Will Get These Profits

IF you become a Federal Authorized Sales Agent then you are the only man selling Federal Tires in your section. And you get all the business and all the profits that come with handling this long established, nationally advertised line.

In quality, in service and in completeness no line surpasses Federal.

There may still be an opportunity for you to be the Authorized Federal Sales Agent in your vicinity. This unusually attractive franchise is yours if you can qualify.

Federal Tires are featured in full page advertisements in the Saturday Evening Post and other magazines.

Jacks for All Types of Busses and Trucks

EQUIPPED WITH PNEUMATIC TIRES

The No. 18 DOUBLE-LIFT JACK

FOR BUSSES WITH LOW OVERHANGING BODIES

The modern bus must have a jack with a very low starting height in order to go under the axle when a tire is deflated. The handle of the jack must operate with a rotary motion (in order to avoid the low bus body) and be long enough so that the jack can be pushed into place and operated from behind the bus.

Notice how the following features of the No. 18 meet these requirements:

1st. Low starting height, 7 in.

2nd. Lift of 9 in. Total height, 16 in.

3rd. Long folding handle equipped with semi-universal joint which gives all the advantages of a universal joint but is rigid enough to place the jack in position.

4th. Both screws work together, twice as fast as ordinary jacks.

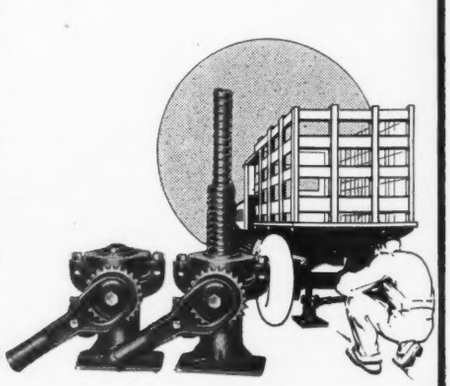
Specifications No. 18. Weight, 19 lbs. Lift, 5 tons. Height of Jack, 7" to 16". Screw Diam.: Outer, 1⅞"; Inner, 1¼".

The No. 12 DOUBLE-LIFT JACK

FOR HEAVY TRUCKS WITH PNEUMATIC TIRES

The axles on such trucks come close to the ground when a tire is flat, thus necessitating the use of a jack with a low starting height. The 10 inch lift of the No. 12 Reliable insures ample clearance for changing a tire.

Since the bodies of trucks are high, the operator can insert any length handle desired in the socket of this jack.



This jack operates on the same principle as the No. 18 Bus Jack. The double-acting screws working together result in an unusually rapid jack.

Specifications No. 12. Weight, 17 lbs. Lift, 5 tons. Height of jack, 8" to 18". Screw Diam.: Outer, 1⅞"; Inner, 1¼".

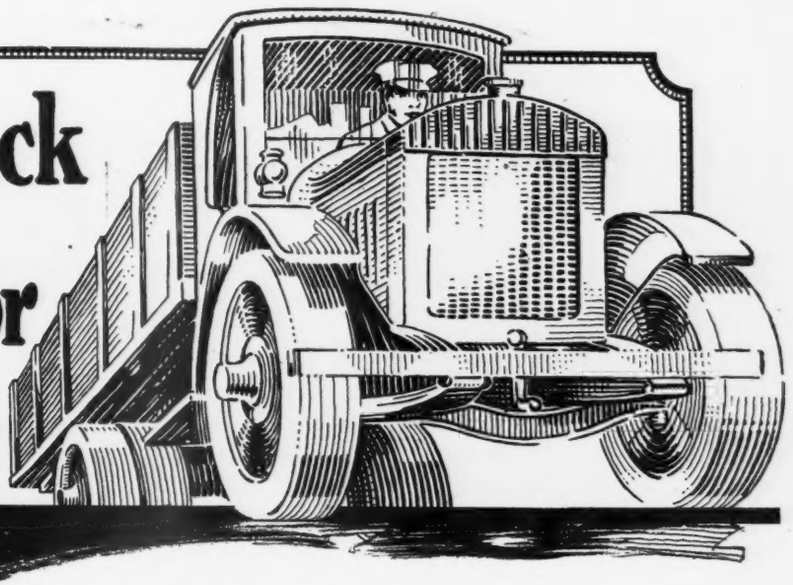
We will be glad to furnish prices and additional information upon request.

There is a sturdy Reliable Jack for every size car, bus and truck.

Elite Manufacturing Company (Dept. C. C.—9) **Ashland, Ohio**

RELIABLE JACKS

A good Truck and a good Governor mean Service



SUCH a logical combination—a good truck and a good governor. This combination means service in every way. Service from the motor because its performance is always steady and free from "racing." Service from the driver because his throttle is automatically controlled at a safe driving speed at all times. Service to the truck owner because his trucks will last longer and spend less time in the repair shop.

More than 150 automotive manufacturers have adopted the Pierce Governor as standard equipment

There is sound business logic behind this situation. Write today for catalog or specific information regarding any of your transportation problems.

PIERCE Governors

The Pierce Governor Co.

"World's Largest Governor Builders"

Anderson, Indiana

Watch the Ups-and-Downs of Mileage-Cost and Follow Up the "Downs"!

You can base control of delivery costs on the cost per mile, cost per ton-mile or cost of performance per unit of goods delivered.

No matter what the comparative basis, the owner's control of operating cost goes largely by the *mileage* on his

Veeder
HUB ODOMETERS

The operator's job is to *stretch the miles* per gallon of gas, per pint of oil, per battery-renewal, per tire life and repair dollar.

Only by watching the mileage of each of his trucks, each run, each route, can he detect and enforce driving economies.

REGULAR "VEEDER" (list) $20.00
FORD TRUCK MODEL $15.00

Informative circular on request

The Veeder Mfg. Co.
10 Sargeant Street Hartford, Conn.

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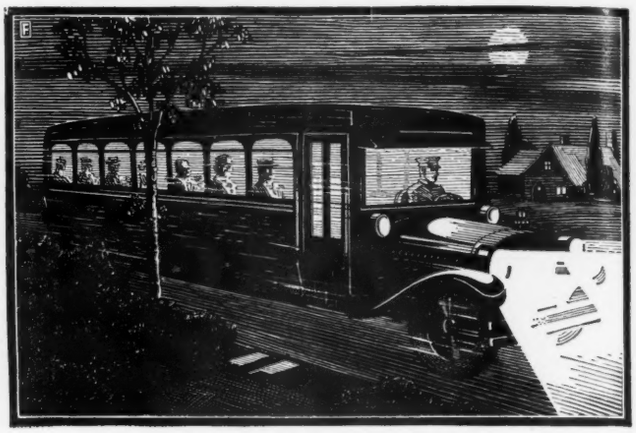
Kansas City, Mo.	Toronto, Ontario
Los Angeles, Cal.	Washington, D. C.
Montreal, Quebec	—*and other cities*

USERS OF SPICER PROPELLER SHAFTS
(One of a series)



Adopted by leaders in the bus field

EVER since Spicer universal joints propelled the horseless carriages of 1904 vintage, these units have been used on a majority of the carefully built passenger cars and trucks.

Prestige alone, however, would not have influenced the most progressive bus designers in the country to adopt Spicer Propeller Shafts, for bus problems are different. Their own tests proved that the Spicer serves longest at least cost, running along silently and faithfully month after month with no more attention than regular lubrication.

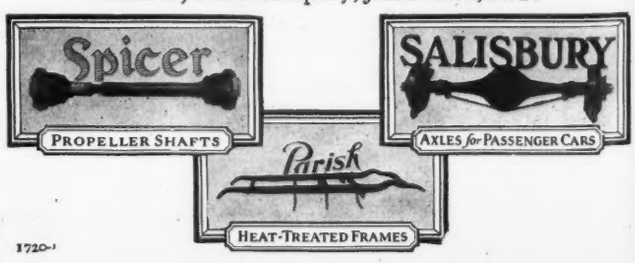
This is why Spicer Universals are used on

BRILL	PIERCE ARROW
CADILLAC	REPUBLIC
FAGEOL	SCHACHT
FIFTH AVENUE	STUDEBAKER BIG SIX
GARFORD	WHITE
MACK	YELLOW COACH

In addition to these manufacturers, there are large operators who equip every bus in their fleets with Spicer Propeller Shafts, because their operating records testify that Spicer maintenance costs are lowest.

Associated Spicer Companies

Spicer Manufacturing Corporation, South Plainfield, N. J.
Parish Manufacturing Corporation, Reading, Pa.
Salisbury Axle Company, Jamestown, N. Y.



1720-1

Lubrication for all Cars—

Dixon's 677 is recommended for the gear-boxes of all cars and trucks.
It flows freely over gears in operation yet does not squeeze out under load.
It is not affected by heat or cold and provides a film of lubricant that lowers wear to a minimum.
Dixon's 677 assures your customers of freedom from lubrication worries.

Write for Booklet 112-G and prices

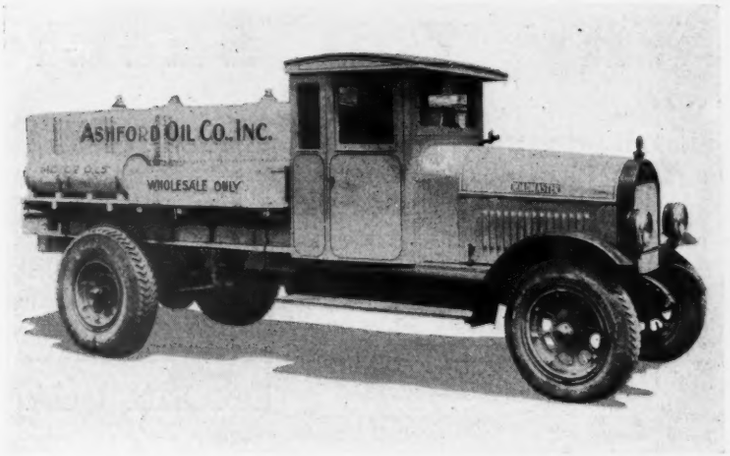
JOSEPH DIXON CRUCIBLE COMPANY
JERSEY CITY, NEW JERSEY
Established 1827

DIXON'S 677

The First

Selden 1877

Two 6-cyl. speed models, Pacemaker 1¼-ton, Roadmaster 2¼-ton. Six 4-cyl. heavy-duty models of 2, 2½, 3, 3½, 4 and 5-7 ton capacity. Two 6-cyl. Special Motor Buses.



Wherever PACEMAKER and ROADMASTER performance is known owners and drivers are demanding these quality speed trucks. Selden sales this year have more than doubled those of last year. One dealer (name upon request) located in a city of less than 100,000 population, has sold fifty trucks in the last 4½ months. Another in a larger city has sold fifty-five. Other dealers have achieved similar success in proportion to their territory.

With the PACEMAKER and ROADMASTER, a complete line of 4-cylinder heavy-duty models, and a liberal time payment plan, Selden dealers have a big advantage in selling transportation equipment.

We are looking for responsible dealers in open territory who want to build up a large profitable business. Get details of our proposition.

SELDEN TRUCK CORPORATION, Rochester, N. Y.

Eastern Branch:
1121-1123 Commonwealth Ave.
Boston, Mass.

New York Branch:
Van Alst Ave. and S. Jane St.
Long Island City, N. Y.

Western Branch:
220 S. Denver Ave.
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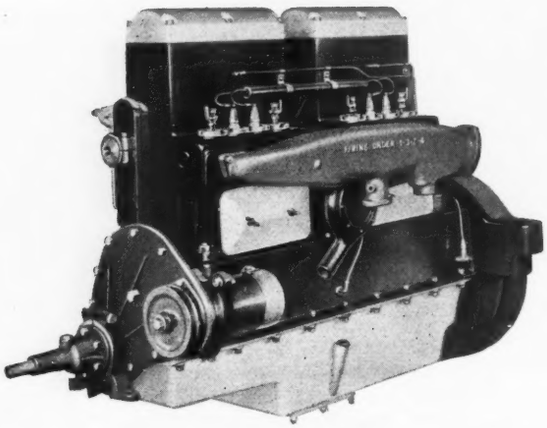
One Dealer Who Sold 90 Trucks Last Year Plans to Do Better This Year With

The New **ECONOMY** *Model* **MASTER TRUCKS** *with Latest* **JACKSON** *Oil Engine*



Here is a typical example of an established dealer in motor trucks—making money with his line—switching to the MASTER staff because of what the MASTER truck will do. The new MASTER Motor Truck with JACKSON Oil Engine, gives greater mileage and more service on 7c and 8c fuel than ordinary trucks give with gasoline.

The result from the standpoint of the dealer is inevitable: more prospects, more sales, more profits, more business.

If there is more truck business in your territory than you are getting, MASTER'S full line of 1 to 5 ton trucks will help you close it.

MASTER MOTOR TRUCK CO.
Chicago Illinois

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Information is your most valuable business asset. Experience is simply matured and classified information. The Commercial Car Journal keeps you well informed. It is insurance against the embarrassment of not knowing about what's happening in the trade. It acquaints you with new truck models, new parts and accessories. Its suggestions are furnished you in a concise, interesting way with unnecessary verbiage eliminated. It does not attempt to talk about everything—it simply presents to your attention the things in which you are interested. It gives you information that will make your business more profitable.

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Six wheel coaches feature easy riding as result of the six pneumatic tires over which the burden is distributed.

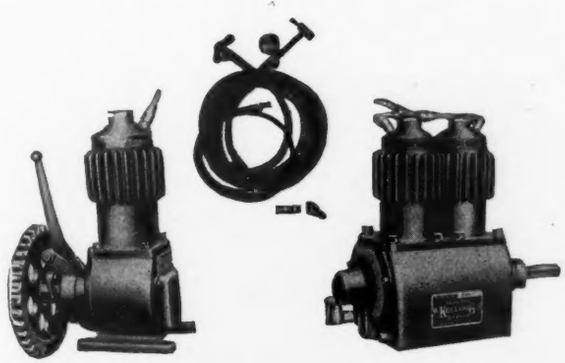
The use of six pneumatic tires, however, demands that these buses be equipped with engine-driven air pumps.

Naturally, Kellogg was the choice.

Bus and truck manufacturers and dealers everywhere who are desirous of giving their customers the highest quality of service invariably select Kellogg's.

KELLOGG MANUFACTURING COMPANY
ROCHESTER, N. Y.

Also manufacturers of air compressors for service stations and air brakes



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Thousands of Dollars Saved on Truck Operating Costs

That's what the reliable, accurate Ohmer mileage meters are doing for successful truck owners everywhere.

You, too, can save money—hundreds of dollars—by equipping your trucks with Ohmer mileage recording instruments. They give you just the information you need—facts that will tell you, for example:

—mileage costs for each of your trucks
—which trucks are making or losing money
—what length hauls pay you the most profit
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—how much time each truck loses per day.

OHMER Odometer

Transmission drive. Unusually large figures. No split figures. May be installed on dash, seat support, frame or inbuilt in floor.

OHMER Hub Odometer

Designed for the hub of all makes of cars and trucks. Figures always right side up. Sealed by new method that eliminates set screws and wires

LOOK FOR THIS SIGN

AUTHORIZED SALES AND SERVICE OHMER PRODUCTS

For All Kinds of Truck Service

At a surprisingly low price we offer you two tried, tested and proved mileage recorders—the Ohmer Hub Odometer, and the Ohmer Odometer. Both are specially designed and built for hard, rough, gruelling service. Both are simple in construction, foolproof and trouble-free. Both are infallibly accurate under all conditions. Both are easily and quickly installed and will last a lifetime. Both are unequaled for service, economy and reliability on light trucks and heavy-duty trucks, Driv-Ur-Self cars and buses.

Let us send you complete details about these instruments. Tell us the nature of your business and the number of trucks in your fleet, and we'll suggest the type of Ohmer mileage meter best adapted to your needs.

Get This FREE Book

Together with full information about these mileage meters and what they will save you. We will also send you, FREE, our book entitled, "Horse Sense Applied to Automobile and Truck Operation." This is without doubt the most complete and thorough book ever written on this subject. It should be in the hands of every truck owner, whether he operates a single truck or a large fleet. Send for your copy.

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FARE REGISTER CO., Dayton, Ohio

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Send complete information on your Odometers together with free book.

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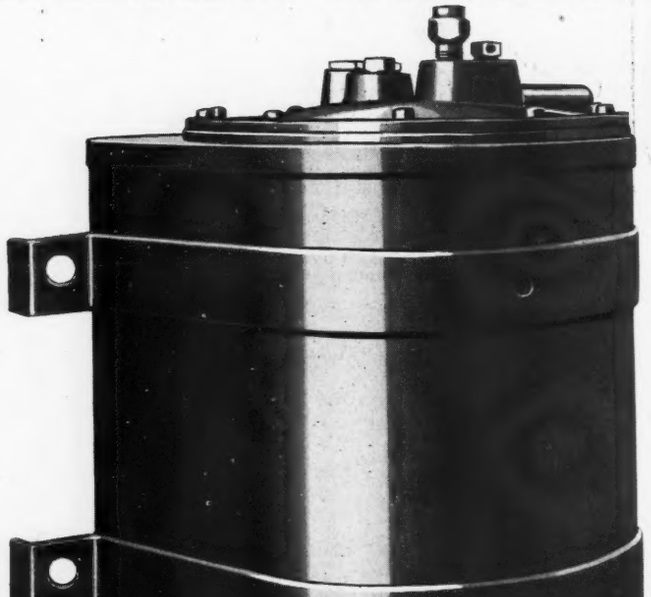
Stewart-Warner



Heavy Duty VACUUM SYSTEM for Trucks and Busses

THE famous Stewart-Warner Vacuum System adapted to the latest requirements of heavy Trucks and Busses.

With greater capacity than our other passenger car equipment, the Heavy Duty has also quicker filling and emptying facilities, due to the Venturi type air valve and double flapper outlet valve.

Built in two sizes—three and three-fourths pints AND FIVE PINTS.

Also built for service on tractors, large stationary engines, etc.

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Hand This to the Next Customer You See

Let Me Suggest—

The most economical cost system I know of. Other motor fleet owners and operators have tried it at my suggestion, and say it is fine.

The Motor Transport Standard Cost System is a simple, convenient and inexpensive method of keeping close tabs on your trucks and drivers.

It costs only $9.50 for 500 Driver's Cards, 60 Monthly Summary Sheets, 1 complete Instruction Book, 1 Binder.

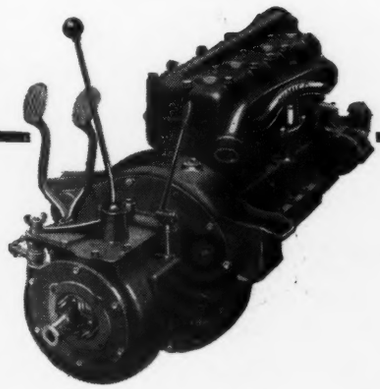
I don't get a cent out of it, but if it makes more money for you, that should mean better business for me. I'm glad to pass along the idea.

The address is:

CHILTON CLASS JOURNAL COMPANY

Chestnut and 56th Sts. Philadelphia

Your Dealer



Learn This Big Vital Difference!

Did you ever drive a Ford—car or truck—from which all transmission band friction had been eliminated?

There are such Fords. And they are multiplying fast. They are the Fords equipped with Himico Sliding Gear Transmission.

In such Fords there is no transmission band friction, vibration or heat—because there are no transmission bands.

There is the big, fundamental difference between Himico and all other devices for increasing Ford pulling power.

The rest are attachments. Himico is a replacement.

They add weight and complication. But, when Himico goes in, the whole Ford planetary set, bands, pedals, clutch and all, comes out.

With Himico, a Ford becomes an actual, honest-to-goodness Sliding Gear job. There is no makeshift or compromise about it.

And Man, they sell! Dealers are leaping from samples to carload orders. Get some of these clean, business-building Himico profits.

Our dealer proposition is ready and waiting. Ask for it.

Three Styles

HIMICO TRANSMISSION replaces Ford planetary set, sliding gears, three forward speeds and reverse. Complete with replacement crank case, $137.

HIMICO POWER PLANT replaces a Ford engine and transmission. Includes Transmission and Engine of original Ford parts to which we have added High Velocity head and Hot Spot Manifold. With new Engine, $209. With remanufactured Engine, $184 (and your old block). Emergency Fourth Speed, 42 to 1 (especially for trucks), $15. Power Take-off, $18.

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P. O. Box J-839 Detroit, Michigan

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HIMICO
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Permanent roads are a good investment —not an expense

Why America Must Have More Paved Highways

Almost every section of the United States is confronted by a traffic problem.

Month by month this problem is becoming more and more serious.

Hundreds of cars pass a given point every hour on many of our state and county roads. Down-town city streets are jammed with traffic.

Think, too, how narrow many of our roads are, and how comparatively few paved highways there are in proportion to the steadily increasing number of cars.

If the motor vehicle is to continue giving the economic service of which it is capable, we must have more Concrete highways and widen those near large centers of population.

Every citizen should discuss highway needs of his community with his local authorities.

Your highway officials will do their part if given your support.

Why postpone meeting this pressing need?

An early start means early relief.

PORTLAND CEMENT ASSOCIATION

A National Organization to Improve and Extend the Uses of Concrete

Atlanta	Denver	Minneapolis	Portland, Ore.
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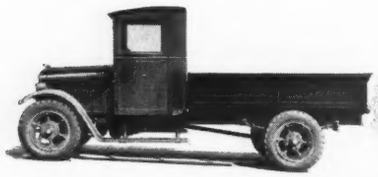

55 FEATURES—
Write for Them

Any one of the 55 features of design which distinguish the new Acme Flyer is justification in itself for purchase. These features will startle you—write for them today.

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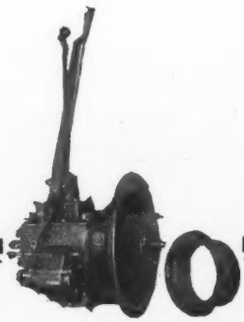
ACME Flyer

Six Acme Models—
Six Capacities

ACME THE TRUCK OF PROVED UNITS

Trade-Mark registered U. S. and other countries



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Only by constant research and study, combined with painstaking care in production and service, have we been able to win the distinction of being the world's largest exclusive manufacturer of truck and bus transmissions.

Anyone taking this fact into consideration always arrives at the same final conclusion:

"That if a particularly good transmission of recognized worth is required for a truck or bus, the obvious place to secure it is from the firm which has so successfully specialized in this line that it now leads the world!"

Tell us your transmission problems and let us show you the definite reason for our recognized leadership.

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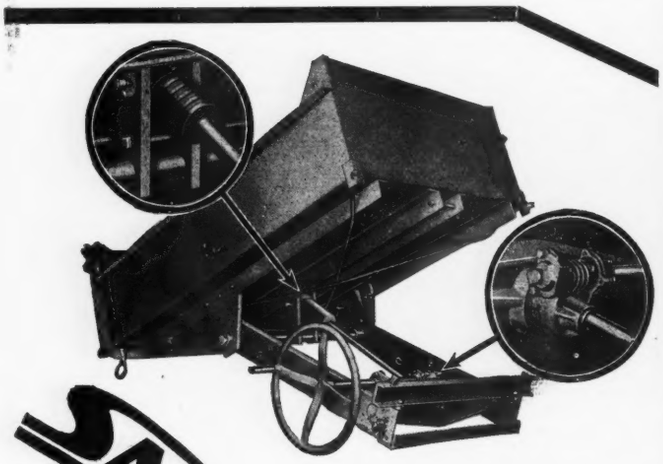


SAFTEE DUMP BODIES
FOR
Light Weight Trucks

SAFETY *for the Driver*

Remarkable safety and ease of operation make the SAFTEE DUMP BODY sell in great numbers. Fleets of light weight trucks with SAFTEE DUMP BODIES are replacing the heavy truck.

SAVING *for the Owner*

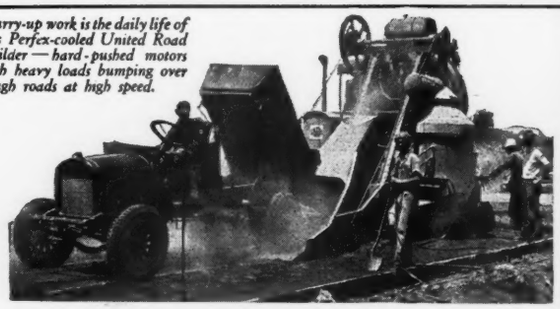
Two types, hand operated, enclosed worm gear for all light trucks, gravity automatic for Ford and Chevrolet. No severe jolting or racking of chassis.

SALES *for You*

Prices are low. Many advantages. Write for full information.

Ditwiler Manufacturing Co.
Galion, Ohio

Hurry-up work is the daily life of this Perfex-cooled United Road Builder — hard-pushed motors with heavy loads bumping over rough roads at high speed.



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Get it done! Get it *done!* Time is always the big factor in industrial work and so equipment in that field leads a hard life. It must be *built for the job.* That's why you find Perfex Bronze Core Radiators on machines that have gained leadership by standing up to the job under any conditions. The products of 74 manufacturers* carry Perfex as standard equipment, because it has proved equal to any high pressure work. *Names on request.

Our Engineering Department is at your disposal on any problem of cooling. We invite inquiries and gladly furnish estimates.

RACINE RADIATOR COMPANY, *Racine, Wisconsin*

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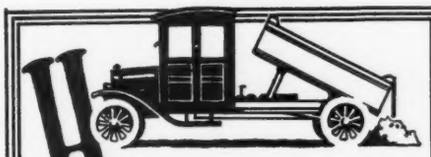

HAND-HOIST dump bodies for every make of truck up to 2½ ton capacity. We also manufacture special steel bodies of every description for ice and ice cream manufacturers, coal dealers, contractors, general haulers and municipalities. We solicit inquiries from authorized truck dealers.

THE GALION ALLSTEEL BODY COMPANY

Galion Ohio

GALION ALLSTEEL BODIES

Everybody's Looking at It!

"What's that little thing up there for?"

"That," said the truck salesman, "is a Servis Recorder. It gives a printed chart that tells you every move your truck makes."

"A check on the driver, eh?"

"Oh, the driver is only a small part of the story. There are all sorts of causes for truck idleness. This Recorder shows *all* delays from morning till night, and if the truck is taken out during the night, it shows that too."

"I see. Sort of takes the curse off of owning trucks, doesn't it."

"Yes; now you can supervise your truck right from the top of your desk. There are thousands of truck owners that wouldn't think of operating a truck any more without one."

"Say, that little thing makes me feel more like buying a truck than anything I have seen in a long time."

What better opening could you want?

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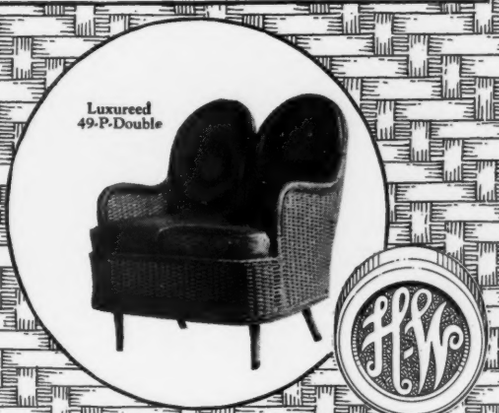
The Service Recorder Co., Cleveland, O.

An *H-W* Reed Motor Coach Seat of New Design



WHERE seating space must be conserved our new 49-P *Luxureed* is cordially welcomed by motor coach builders. Short arms, properly sloped backs and curved seat-fronts allow close placing with plenty of knee-room for passengers and storage for luggage. *Luxureed* seats have the built-in comfort and sturdiness so essential for long tours.

H-W bus-seating experts are at your service without charge.

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THE RY AND POWER ENGR'G CORP., Montreal and Toronto, Canada

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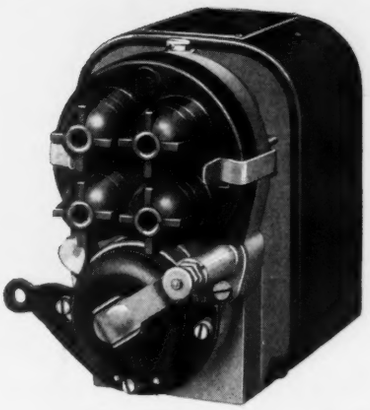


SIMPLICITY-RUGGEDNESS
EFFICIENCY-RELIABILITY

Conforms to S. A. E. Standards

Write for Further Information

The Teagle Co.
Cleveland, Ohio

"The Simplest Magneto of Them All"

ROCK HAND HOIST

A well designed and carefully built hand hoist for motor truck dump bodies.

Cut gears are used on the winch.

Can be mounted on any width of chassis without change.

TYPE G for bodies up to 1½ ton capacity, occupies 5" to 6½" space. Price without body hinge....$58.00
With body hinge $65.00

TYPE H for bodies up to 3½ ton capacity, occupies 9" space. Price without body hinge.....$75.00
With body hinge $85.00

PRICES F. O. B. WATERLOO, N. Y.
Gov't tax to be added

ROCK MANUFACTURING CO., Waterloo, N. Y.

"OLD TIMERS"

Don't miss Splitdorf at the radio shows!

Splitdorf merchandising plans are of vital interest to merchants who desire to build a permanent business.

TRADE SPLITDORF MARK
ESTABLISHED 1858

Performance is the final test!

When you hear discussions of truck design, truck life and truck costs, remember that most Walker users buy more Walkers and steadily build up Walker fleets as they require additional equipment to maintain dependable deliveries on city routes.

WALKER
VEHICLE COMPANY
Leading Manufacturer of Electric Street Trucks
Chicago

WALKER ELECTRIC TRUCKS

LOWEST TRUCKING COST ON CITY ROUTES

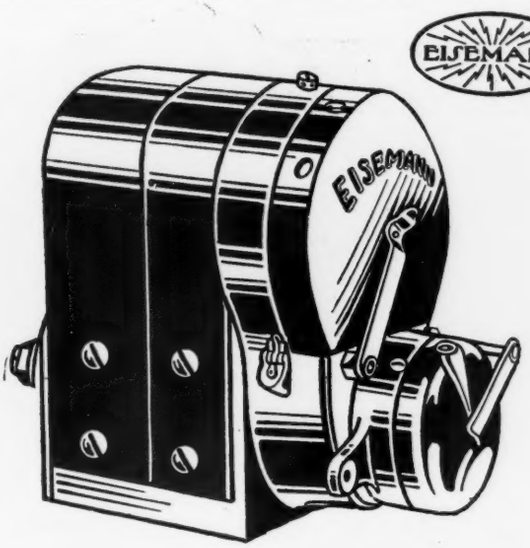
CURTIS Air-Mist Car-Washing System

Entirely different because it does not throw a solid stream of water that strikes against the car body and damages the finish. It is designed to properly proportion and mix compressed air with the water supply available so that it atomizes in the exclusive Curtis Nozzle and is delivered to the car surface as a fine mist spray under high pressure. This mist penetrates the caked-on dirt, which is thoroughly softened and quickly washed away without injury to the finest paint.

Especially valuable for quickly and easily washing chassis, including the underside of fenders, the springs, axles, steering knuckles, and places usually inaccessible with the ordinary sponge and brush method.

Send for bulletin describing the complete Curtis Air-Mist Car-Washing System, together with full information, our proposition and prices.

CURTIS PNEUMATIC MACHINERY CO.
1507 Kienlen Ave. St. Louis, U. S. A.
Branch Office: 537-C Hudson Terminal, New York City



Eisemann Magnetos are used as standard equipment on the large majority of trucks, tractors, construction and industrial gas engines.

EISEMANN MAGNETO CORP'N
165 Broadway, New York
DETROIT SAN FRANCISCO CHICAGO

EISEMANN
ELECTRICAL EQUIPMENT

One of the greatest reasons for Weatherproof leadership is our patented, flexible-frame, extra-thick pyralin windows. They are noiseless, do not jam or stick, and give exceptionally long service because they will not break.

Weatherproof

Weatherproof Body Corporation
438 Shiawassee St., Corunna, Michigan
Builders of Truck Cabs, Bus Bodies, Automobile Tops, Passenger *and* Commercial Bodies

BOWEN SYSTEM

For All Motor Cars and Trucks

AN AUTOMATIC system of lubrication that enables the owner to perfectly oil every chassis bearing in a few seconds without leaving the driver's seat.

It banishes forever that old familiar bugbear—dirty, ineffective, makeshift lubrication. No more disagreeable, messy jobs filling grease or oil guns or similar devices and tediously applying to each bearing in turn.

A mere pressure of the foot on the lubricator button—projecting up through the floor boards—and every chassis bearing is automatically and simultaneously flooded with a shot of oil forced in under heavy pressure.

The volume of oil forced into each bearing is measured—one drop or a teaspoonful according to exact requirements, insuring adequate and perfect lubrication without waste.

Manufactured by

Bowen Products Corporation
Auburn, New York

The BOWEN SYSTEM is standard equipment on the CLEVELAND SIX, all models

WHITE Is Right!

So are Sterling, Service, Republic, Kelly-Springfield, Indiana, and 25 other truck manufacturers who equip with

UNITED AIR CLEANERS

"Dustless Air to Your Motor"

Cost little to install. Save money on repair bills.

WRITE US

United Manufacturing and Distributing Company
9704 Cottage Grove Avenue
CHICAGO, ILL.

Efficient With Little Attention

The universals on a Blood-Brothers Propeller Shaft need hardly half the attention other joints do, and they hardly ever need repair. Years of wear will necessitate the replacement of but a few simple parts.

BLOOD-BROTHERS MACHINE COMPANY
Pioneer Makers of Universal Joints and Drive Shaft Assemblies
ALLEGAN MICHIGAN

Schacht Motor Trucks—With the Famous "Ten Speed" Transmission

1, 1½, 2, 3, 4, 5 and 7 Tons. Also, 5, 10 and 15 Ton Tractors

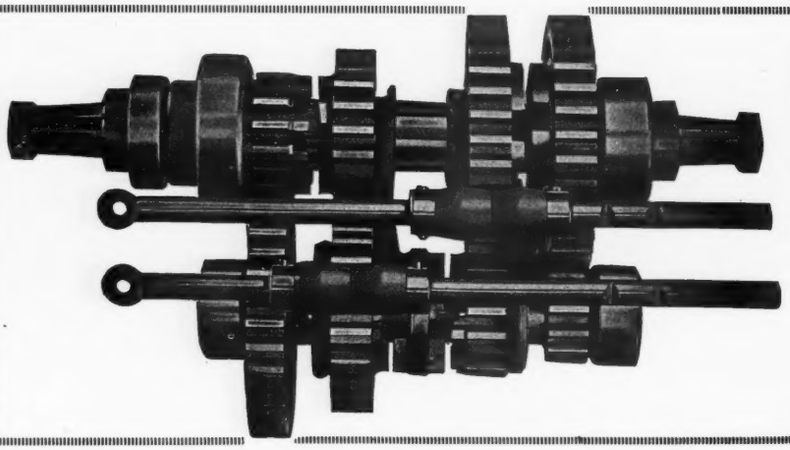
The most complete line of Transportation Units in the country, including the *Schacht Super Safety Bus* furnished in Parlor Car, Street Car and Coach Type—25 to 30 Passengers

Write for Details of Selling Franchise

THE G. A. SCHACHT MOTOR TRUCK CO.
CINCINNATI, OHIO

New York Branch:
220-228 Thirteenth St.
Long Island City, N. Y.

New Jersey Branch:
400 New St.
Newark, N. J.



COTTA GEAR CO.

INDIVIDUAL CLUTCH
TRANSMISSIONS
FOR
3½, 5 and 7 Ton Trucks

Notice the short, compact and husky construction.

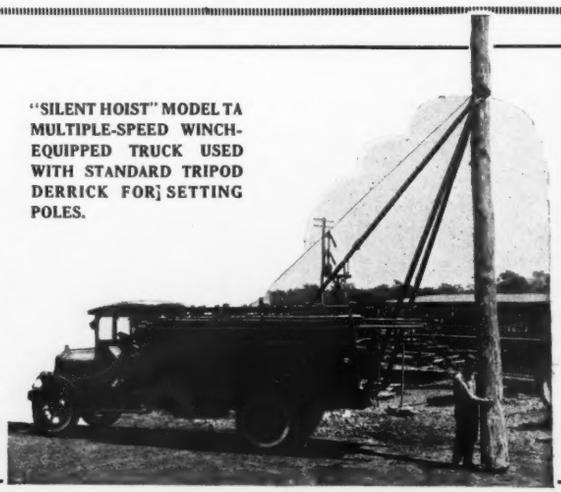
Long bearings in the loose gears.

COTTA GEAR CO., Rockford, Ill.

An A B C List
of Public Utilities

American Gas & E. Co.
Bronx Gas & El. Co.
Conn. Light & P. Co.
Delaware County Gas & E. Co.
Eastern N. J. L. & P. Co.
Florida C. of Palatka
Glenn Telephone Co.
Hanover Power Co.
Long Is. Lighting Co.
Montpelier & Barre Elec. L. & P. Co.
New York & Queens Elec. L. & P. Co.
Ohio Pub. Service Co.
Pennsy. Edison Co.
Queensboro Gas & E. Co.
Refuse Div. Distd.
Scranton Elec. Co.
Tenn. Elec. Power Co.
United E. L. & P. Co.
Vermont Hydro. E. Co.
Westchester Light Co.

All satisfied users of from one to 20 "SILENT HOIST" Truck Winches and Derricks for cable pulling, pole setting, etc.



"SILENT HOIST" MODEL TA MULTIPLE-SPEED WINCH-EQUIPPED TRUCK USED WITH STANDARD TRIPOD DERRICK FOR SETTING POLES.

MORE PROOF!

E. L. PHILLIPS & CO., managing electric light and power companies thruout the State of New York, use "SILENT HOIST" Truck Winches exclusively.

The photograph shows 1 of 16 "SILENT HOIST" Winch-equipped GARFORD Trucks in the service of this company. You, too, can sell more trucks by offering them with "SILENT HOIST" Winches and Derricks as standard equipment.

Pioneer Manufacturers
A Complete Line

SILENT HOIST CO. 302 McDougal St. BROOKLYN, N.Y.

Stewarts

ALL PURPOSE STEEL **BODY**

BUILT FOR SERVICE

Patent Applied for

Quick-Acting Self-Dumper for Ford Trucks

DUMPS WITHOUT HOIST

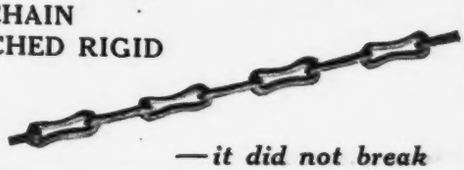
Best and Strongest Body on the Market Today
Ready to Mount on FORD Chassis

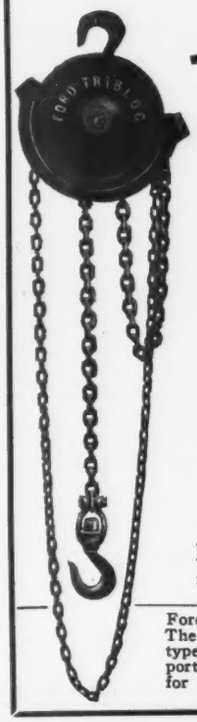
Liberal Discount to Dealers

THE STEWART IRON WORKS CO.
Incorporated
CINCINNATI, OHIO COVINGTON, KY.

TRIBLOC CHAIN HOIST

LOAD CHAIN STRETCHED RIGID





—it did not break

Overloads are not good for *any* hoist —but here is what happened to a Tribloc Chain Hoist in the shop of a user.

An overload stretched the load chain *rigid*—as unyielding as a small steel rod—the links having locked into each other without breaking.

A new load chain was inserted and the Tribloc Chain Hoist again placed in active operation.

The *strength* and *safety* of Ford Tribloc Chain Hoists for *any* hoisting job is the result of using only approved and tested materials—and basing the design of each part on sound engineering principles, allowing a 3½ to 1 factor of safety in the weakest part.

CAPACITIES UP TO 40,000 LBS.
SEND FOR CATALOG 6-B

FORD CHAIN BLOCK COMPANY
Second and Diamond Sts., Philadelphia, Pa.

Ford Chain Hoists are made in many sizes and types. The ¼ ton to 2 ton types is shown above. The Screw type is a light weight, powerful hoist preferred for portable use. The Differential Type is recommended for use where light loads are handled occasionally.

(2280-D)

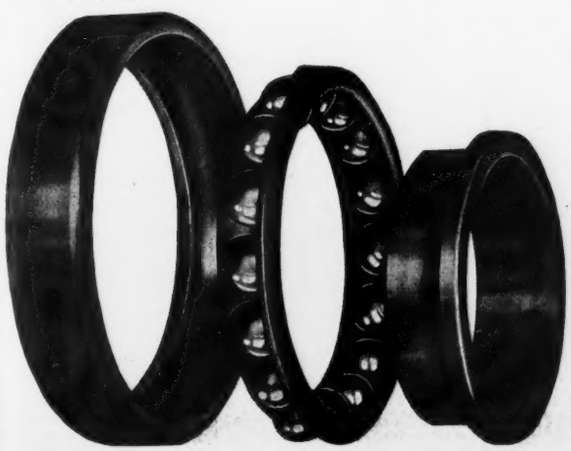
ANGULAR CONTACT THRUST BEARINGS
ANGULAR CONTACT RADIAL BEARINGS

These bearings furnished to your requirements

Send Us Your Blueprints and Inquiries

THE BEARINGS COMPANY OF AMERICA
LANCASTER, PENNA.

1012 Ford Bldg.
DETROIT, MICH.



Cutting Your Customers'
Unproductive Time
Makes Money for You Both!

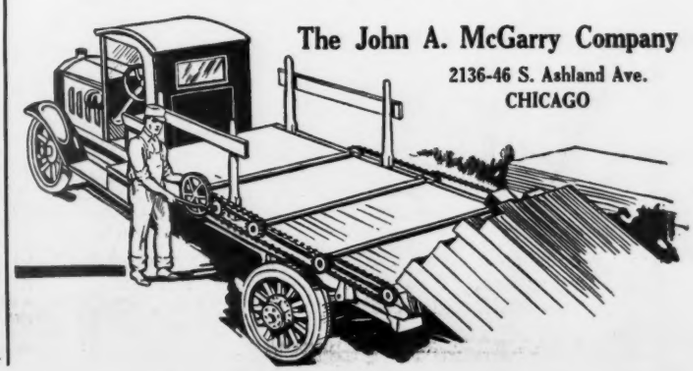
Hardly a neighborhood is without its lumber dealer—at least one is in your territory. And most of these men are still moving their lumber by old-fashioned, expensive trucking methods.

Show them how they can make one truck do the work of two when it is equipped with the McGARRY LUMBER LOADER and you both will make money—yours coming from the generous slice of the profits we share with you—and the lumberman's from increased trucking service at a reduced overhead.

The McGarry Loader operates on four rollers connected with cotter pin chains (tested up to 5000 lbs.) and OPERATE IN UNISON by turning one safety crank with 3 to 1 gear ratio. This reduction enables one man to handle 6 or 7 tons with ease.

Obvious efficiency makes sales obviously easy. Ask us for details before another dealer in your territory acts ahead of you and gets the cream of the business coming from this easy selling line.

The John A. McGarry Company
2136-46 S. Ashland Ave.
CHICAGO



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18,466,966

QUALITY Brand Piston Rings

Shipped during the first six months of 1925

Manufacturers Who Use Quality Rings as Standard Equipment

Acadia Gas Engine, Ltd.
Advance-Rumley Company
Alamo Engine Company
Allis-Chalmers Mfg. Co.
American - La France Fire Engine Co.
American Locomotive Co.
The Arctic Ice Machine Co.
Austin Mfg. Company
Atlas-Imperial Engine Co.
Bean Spray Pump Co.
Buckeye Machine Co.
Bucyrus Company
The Buda Company
Buffalo Gasoline Motor Co.
Buffalo Steam Pump Co.
Buick Motor Company
Busch-Sulzer Brothers Diesel Engine Co.
J. I. Case Plow Works Co.
The Chandler Motor Car Co.
Cleveland Automobile Co.
Continental Motors Corp.
The Cook Motor Co.
Curtis & Co. Mfg. Co.
Dean Brothers Co.
Dempster Mill Mfg. Co.
Dodge Brothers, Inc.
Fairbanks, Morse & Co.
Federal Motor Truck Co.
The Foos Gas Engine Co.
Ford Motor Co. (Lincoln)
Fuller & Johnson Mfg. Co.
The Caterpillar Tractor Co.
Fulton Iron Works
The Wm. Galloway Co.
The Gardner Governor Co.
General Motors Truck Co.
Harley-Davidson Motor Co.
Hart-Parr Co.
The Hercules Corp.
Hill Diesel Engine Co.
Hinkley Motors, Inc.
The Hope Forge & Machine Co.
Hudson Motor Car Co. (incl. "Essex.")
Indian Motorcycle Co.
Ingersoll-Rand Co.
International Harvester Co.
Isotta - Fraschini Co., Milan, Italy.
The Johnson Motor Co.
Kermath Mfg. Co.
Lalley Light Corp. (Owen Elec. Co., Suc.)
Lockwood-Ash Motor Co.
The Maytag Co.
The Miller Improved Gas Engine Co.
The Minneapolis Threshing Mch. Co.
Mudge & Co.
National Brake & Electric Co.
National Steam Pump Co.
The National Supply Co.
Nelson Brothers Co.
The "New-Way" Motor Co.
Nichols & Shepard Co.
Nordberg Mfg. Co.
Northwestern Mfg. Co.
Oakland Motor Car Co.
Packard Motor Car Co.
Peerless Motor Car Co.
Palmer Bros. Engines, Inc.
Red Wing Motor Co.
Reo Motor Car Co.
Rickenbacker Motor Co.
Rolls-Royce of America, Inc.
The St. Mary's Oil Engine Co.
Sterling Engine Co.
Stickney Engine Co.
Stover Mfg. & Engine Co.
The Studebaker Corp.
Sun Shipbuilding & Dry Dock Co.
Sullivan Machinery Co.
Superior Gas Engine Co.
Treadwell Eng. Co.
Tips Engine Works
Union Steam Pump Co.
Universal Motor Co.
U. S. Air Compressor Co.
Venn-Severin Machine Co.
Waterloo Gasoline Engine Co.
Weber Engine Co.
Western Machinery Co.
Williamette Iron & Steel Works
Winton Engine Works
Witte Engine Works
Worthington Pump & Machine Corp.
Yuba Mfg. Co.

The Republic Rapid Transit 1¼ Ton Truck is Lycoming Powered

BETTER transportation means better living conditions.

A big part of better transportation is due to the development of dependable motor trucks and especially of speed trucks, so far as it affects the comfort of most folks.

Without this sort of "Rapid Transit" delivery, fresh, perishable foodstuffs would not be the regular thing on the city dweller's table; without it the farmer's market for perishables would be limited; without it newspapers would not be delivered to you a few minutes after they are off the press.

Without it everyday life would be robbed of a thousand carelessly accepted comforts and benefits that were never even the lot of the kings of other centuries.

In this marvelous development of speedy truck service, the accomplishments of the Republic Motor Truck Company are important milestones of a progress in which Lycoming Motors have shared by supplying a smooth, dependable power plant of unusual operating economy.

Lycoming Motors are used in several models of Republic Trucks and Busses.

LYCOMING MANUFACTURING COMPANY

Makers of Fine Fours, Sixes and Eights-in-Line

WILLIAMSPORT :: PENNSYLVANIA

LYCOMING

Motors

Years Ahead in Automobile Motor Efficiency

Changing the Route Map

Many a transportation map has altered magically for even a single Republic truck. Republic Mini-Mile costs lend new scale to haulage geography. Once a Republic map is made, Republic Mini-Miles become the standard of the fleet. No other trucks cover Republic routes so profitably, *if they cover them at all.*

Hills cannot frighten Republics into roundabout detours. Rough routes, if shorter, become safe Republic thoroughfares. Congestion does not make liabilities of Republics and Republic drivers.

For Republic power is as smooth as it is ample. Latest Republic axles, brakes, springing, balance, all contribute to most economical application of Republic power. New Republic wide-vision cabs, comfortable controls, convenient fueling, and a host of detail refinements tend to make the human element as efficient as the truck itself!

That is how far ahead Republic sees. That is why Republic will continue to have more trucks on the map than any other exclusive truck maker. Have you studied your truck map lately?

REPUBLIC MOTOR TRUCK COMPANY, INC., *ALMA, MICH.*
More Trucks in Use than any other Exclusive Truck Builder

REPUBLIC

Dependable Power for Every Purpose

Continuous Performance

The most satisfactory and immediately profitable factor in the operation of a motor truck is its *ability* to go on and on, rolling up the miles for its owner without lay-up due to mechanical deficiencies.

Red Seal Motors bring this all-important truck requirement into full effect through mechanical design which coordinates a group of closely interrelated motor parts.

Therefore a Red Seal Power Plant is the best possible assurance of the truck's dependability, which means *continuous performance.*

CONTINENTAL MOTORS CORPORATION

Offices: Detroit, Mich., U.S.A. *Factories:* Detroit and Muskegon

The Largest Exclusive Motor Manufacturer in the World

Continental Motors